

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR

FROM JULY 1, 1902, TO JUNE 30, 1903

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

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OTTAWA

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EXCELLENT MAJESTY

1904

*To His Excellency the Right Honourable Sir Gilbert John Elliot, Earl of Minto,
G.C.M.G., &c., &c., Governor General of Canada.*

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, 1902, to June 30, 1903.

All of which is respectfully submitted.

H. R. EMMERSON,
Minister of Railways and Canals.

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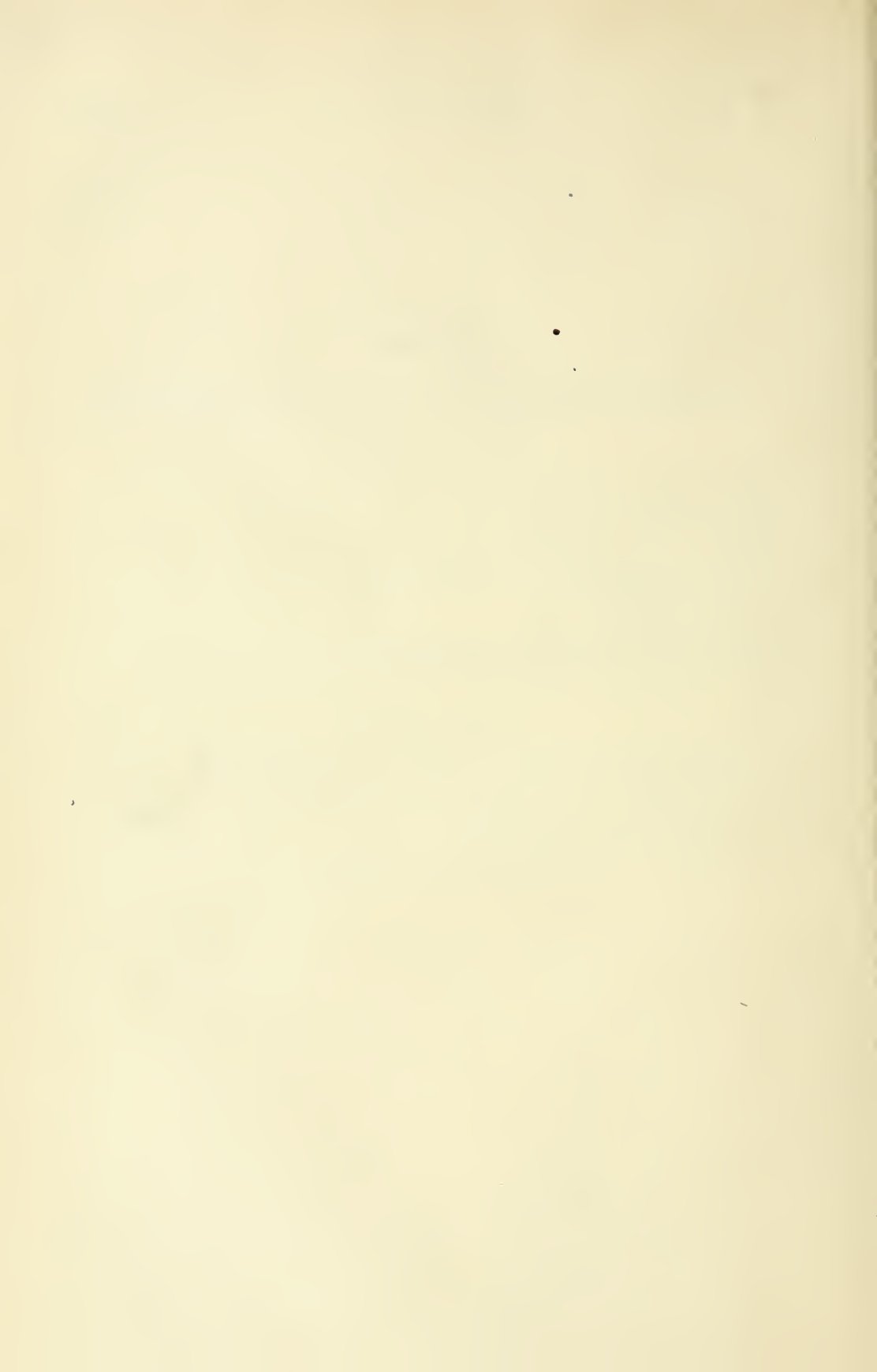
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REPORT OF THE DEPUTY MINISTER.

To the Honourable

H. R. EMMERSON,

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, 1903.

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 1902-3 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, are as follows:—

On government railways, a total of \$11,036,607.83, of which \$3,083,680.86 was chargeable to capital account, \$1,478,792.77 to income and \$6,474,134.20 to revenue. There was paid out from the consolidated fund as subsidies to railways other than the government roads a total of \$1,463,222.34.

On canals, a total of \$2,848,439.96, of which \$1,823,273.61 was chargeable to capital, \$277,595.42 to income, and, out of revenue \$443,190.08 for staff, and \$304,380.85 for repairs.

Adding to the above the further sum of \$35,398 for miscellaneous expenditures, the total departmental expenditure for railways and canals for the past fiscal year amounted to \$13,920,445.79.

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

From railways, \$6,584,598.77, and from canals, \$230,213.15, of which the sum of \$153,538.20 was derived from tolls and \$70,253.94 from hydraulic rents.

By Orders in Council of April 27, and May 19, 1903, tolls for passage through any of the government canals were abolished, the exemption, which was by way of experiment, to continue in force for the two seasons of navigation of 1903 and 1904, only. The tolls collected as above stated, apply, therefore, to the portion of the fiscal year ending with the close of navigation in 1902.

The total government expenditure on railway construction prior to and since Confederation (July 1, 1867) up to July 1, 1903, amounts, on capital account, to \$140,030,269.54, which includes the sum of \$25,000,000 granted (from capital) to the Canadian Pacific Railway Company for its main line. In addition there has been expended from the consolidated fund a total of \$129,823,243.65, including \$29,295,052.71 paid as subsidies to railways other than the Canadian Pacific Railway, and \$99,465,757.39 for working expenses of the government railways, making a total expenditure of \$269,853,513.19. Of this amount the sum of \$13,881,460.65 was expended on construction works 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 July 1, 1903, amounts to \$90,942,352.60.

The government expenditure on canals from July 1, 1867, to July 1, 1903, amounts, on capital account, to \$85,342,377.47, and from the consolidated fund to \$19,990,608.25, making a total of \$105,332,985.72.

The total revenue derived from canals during the same period is \$13,247,969.84.

The total expenditure on railways and canals up to July 1, 1903, is, as above, \$375,186,498.91, to which must be added for miscellaneous expenditures, embracing both, \$593,032.27; making a grand total of \$375,779,531.18.

The total revenue derived from railways and canals from July 1, 1867, to July 1, 1903, is \$104,190,322.44.

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, 1903, made by Canadian railway companies, as required by statute. This report gives detailed information as to railroad operations in Canada, including the government roads, of which the following is a summary:—

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

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fiscal year, June 30, 1903, was 167; 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 51, and the number of leased lines was 36.

At that date the number of miles of completed railway was 19,077, an increase of 210 miles, besides 2,953 miles of sidings. The number of miles laid with steel rails was 18,976, of which 695 miles was double track. The number of miles in operation was 18,988.

The paid-up capital amounted to \$1,146,550,769, an increase of \$47,698,562. The gross earnings amounted to \$96,064,527, an increase of \$12,398,024, and the working expenses aggregated \$67,481,524, an increase of \$10,137,932, compared with those of the previous year; leaving the net earnings \$28,583,003, an increase of \$2,260,092. The number of passengers carried was 22,148,742, an increase of 1,468,768, and the freight traffic amounted to 47,373,417 tons, an increase of 4,996,890 tons. The total number of miles run by trains was 60,382,920, an increase of 4,653,064.

The rolling stock comprised: For passenger service, 2,042 cars; for freight service, 81,070, including 53,107 box and cattle cars, an increase of 4,317; and for operation and maintenance service, 2,963; making a total of 86,075 cars. Of these, 68,136 were equipped with air-brakes, and 76,536 were fitted with automatic couplers, an increase of 19,679 over the previous year. The locomotives numbered 2,587.

The accident returns show a total of 1,453 persons injured during the year. Of these 258 were passengers, 946 employees, and 249 others. In addition, 420 persons were killed, 53 being passengers, 186 employees, and 181 others; 185 passengers, 164 employees and 4 others were injured, and 35 passengers, 55 employees and 2 others were killed in train collisions and derailments; 27 passengers, 81 employees, and 33 other persons were injured, and 4 passengers, 7 employees, and 5 others were killed, through jumping on or off the trains or engines when in motion; 43 employees, 73 others and 1 passenger were injured, and 42 employees, 112 others and 4 passengers were killed, through walking or being on the track; 13 passengers, 147 employees and 15 others were injured, and 8 passengers, 35 employees and 5 others were killed, through falling from cars or engines; 3 employees and 69 other persons were injured, and 1 employee and 52 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 211 (19 being fatal), against 241, 290, 363 and 355 in the four preceding years, respectively. This steady reduction in the numbers of coupling casualties is a gratifying evidence of the efficiency of the automatic car coupler, and should lead to the universal adoption of such appliances.

Electric Railways (including Street Railways and Tramways)

At the close of the fiscal year ended June 30, 1903, there were 759 miles completed, of which 752 miles were laid with steel rails, 185 miles being double tracked. The paid up capital amounted to \$47,274,853, 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 759. The gross earnings aggregated 7,233,677, an increase of \$747,239, and the working expenses \$4,472,858, an increase of \$670,003, leaving the net earnings \$2,760,819, an increase of \$77,236. The number of passengers carried was 155,662,812, an increase of 17,951,410, and the freight carried amounted to 371,286 tons, an increase of 105,104 tons. The car mileage was 38,028,529, an increase of 2,194,688 miles. The accident returns show a total of 778 persons injured during the year. Of these 504 were passengers, 62 employees and 212 others. In addition 39 persons were killed, 10 being passengers, 7 employees and 22 others; 37 passengers, 21 employees and 26 others were injured, and 1 passenger, 1 employee and 1 other person killed in collisions and derailments; 318 passengers and 2 other persons were injured and 5 passengers were killed, through jumping on or off the cars when in motion; 18 passengers, 1 employee and 57 other persons were injured and 13 other persons were killed through walking or being on the track; 71 passengers and 18 employees were injured and 2 employees killed through falling from cars; 42 passengers and 117 other persons were injured and 3 passengers, 1 employee and 8 others were killed by being struck by engines or cars at highway crossings. There were 6 employees injured by the work of coupling cars, and 3 employees injured while at work near track making up trains. Power was supplied in 15 cases by water, and in 30 cases by steam. Ontario has 412 miles, Quebec 242, New Brunswick 12, Nova Scotia 24, Manitoba 20, and British Columbia 49 miles. Returns were received from 45 companies. One company was absorbed by amalgamation.

All Railways, Steam and Electric.

At the close of the fiscal year ended June 30, 1903, the conjoined statistics of steam and electric roads (including street railways), show the following results:—The number of companies making returns was 146. There were 19,836 miles of railway completed, 19,747 miles being in operation. The paid up capital amounted to \$1,193,647,222. The gross earnings were \$103,298,404, and the total working expenses \$71,954,381, making the net earnings \$31,343,822; 177,811,554 passengers, and 47,744,703 tons of freight were carried; 63 passengers were killed.

GOVERNMENT RAILWAYS IN OPERATION.

The government railways 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, 1902-3, amounted to \$6,584,598.77, and compared with those of the preceding year, show an increase of \$665,608.30. The gross working expenses amounted to \$6,474,134.20, an increase of \$593,034.66.

The net gain on the operations of the year was \$110,464.57.

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The Intercolonial produced a profit of \$127,670.53; the Windsor Branch (one-third of total earnings), a profit of \$24,717.62, and the Prince Edward Island a loss of \$41,923.58.

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 \$2,254,266.68 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 July 1, 1903, \$70,856,369.51.

It has to be noted that the general manager, in his present report, sets down the total cost to July 1, 1903, as \$70,521,136.48, whereas the total cost is set down by the accountant of the department (Part II., p. 32) as \$70,856,369.51, 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 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 past year included—for increased accommodation at Halifax, \$75,040; at St. John, \$94,491; at Sydney, \$40,609; at North Sydney,

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\$29,293; at Stellarton, \$29,887; at Moncton, \$105,372; at Point Tupper, \$29,520; and at Lévis, \$55,922; for additional sidings and facilities on the line, \$163,090; for a spur from Rivière Ouelle to the River St. Lawrence, \$72,970; for strengthening bridges, \$149,744; for new bridge superstructures over the Miramichi, the North-west and the Restigouche, \$262,089; for additional rolling stock, \$254,694; for steel rails and fastenings, \$597,590; for air brakes to freight cars, \$19,925; changing drawbars of freight cars to improved couplers, \$60,000. Details will be found in the reports of the general manager and other officers, Part I.

REVENUE ACCOUNT.

The gross earnings of the year amounted to \$6,324,323.72, an increase of \$652,-937.81, and the working expenses to \$6,196,653.19 (including \$140,000 paid for the extension into Montreal) being an increase of \$622,059.89 in comparison with the previous year (when the same rental was paid). The earnings exceeded the expenditure by \$127,670.53. There was an increased expenditure of \$145,232.36 for locomotive power; of \$219,396.82 for car expenses; of \$230,458.63 for maintenance of way and works, and \$89,549.02 for station expenses.

Comparing the earnings with those of the previous year, the passenger traffic produced \$1,927,916.92, or 30.48 per cent of the gross earnings, an increase of \$156,075.84; the freight traffic amounted to \$4,128,255, or 65.28 per cent of the gross earnings, an increase of \$483,741.58, while the carriage of mail and express freight produced \$268,-151.75, or 4.24 per cent, an increase of \$12,220.39. The earnings per mile of railway were \$4,810.58, an increase of \$496.64, and per train mile 99.66 cents against 93.46 cents the previous year. The working expenses per mile of railway amounted to \$4,-713.46, an increase of \$473.20, and per train mile 97.65 cents, an increase of 5.78 cents. These figures include the rental of the leased extension to Montreal. The mileage of the railway was the same as in the previous year, namely, 1,314.67 miles.

GENERAL OBSERVATIONS.

The following represents the traffic of the road in respect of certain of its principal items, in comparison with the traffic of the previous year:—

The number of passengers carried was 2,404,230, an increase of 218,004, namely, 193,817 local, and 24,187 through passengers; of freight 2,790,737 tons were carried, an increase of 404,921 tons; the local freight increased by 325,442 tons, and the through freight, 79,479 tons.

Of flour and meal 1,521,540 barrels were carried, an increase of 209,833, and of grain 3,392,252 bushels, an increase of 432,491. Lumber showed an increase of 31,-180,560 superficial feet, the quantity amounting to 459,231,589. Of live stock 127,-060 head, an increase of 28,565 were carried; 750,076 tons of coal, an increase of 178,-862 tons were carried, but cordwood decreased by 5,890 cords, the quantity being 55,002 cords. Of manufactured goods 590,526 tons, an increase of 59,346 tons, were carried. Of raw sugar 17,331 tons were carried, an increase of 5,688 tons, and 31,-111 tons of refined sugar, an increase of 1,479 tons. Fresh fish showed a decrease of

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2,793 tons, the quantity being 10,289 tons; 11,495 tons of salt fish were carried, an increase of 1,453 tons.

Of ocean borne goods, other than deals, to and from Europe via Halifax, the aggregate was 138,631 tons, a decrease of 44,516 tons; of this 124,695 tons was local traffic.

The cost of removing snow and ice was \$89,480.70, an increase of \$8,498.23.

The train mileage (or number of miles run by trains) of the year amounted to 6,345,500 miles, an increase of 247,553 miles. The expenditure amounted to 97.65 cents per train mile, an increase of 5.78 cents over the previous year. In both years the rental for the extension into Montreal is included.

An additional number of 205 freight cars were fitted with Westinghouse air brakes during the year, bringing the total so fitted up to 4,314.

The work of double-tracking the road between Windsor Junction and Halifax is progressing.

The new Rivière Ouelle Branch, 6¼ miles long, extending from Rivière Ouelle Station to St. Denis Wharf on the south shore of the River St. Lawrence, was opened for traffic on June 22, 1903, thus facilitating, in conjunction with a steam ferry, communication with Murray Bay and other summer resorts on the north side of the river.

The permanent way and all structures and works, together with the rolling stock of the road, have been maintained in good and efficient condition.

The value of stores on hand at the close of the fiscal year, including fuel, rails, and old material, was \$917,941.73.

The various and detailed reports of the officers of the road, including statistical, comparative and general information as to its operations, furnish particulars of interest. They will be found in the appendices hereto.

WINDSOR BRANCH.

The 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 is 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 \$42,560.81, a decrease of \$7,043.78. The expenses of maintenance amounted to \$17,843, an increase of \$1,466.92, leaving a profit to the government of \$24,717.62.

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 \$5,429,239.33; there being an addition during the year of \$829,414.18; the principal items being an expenditure of \$304,352.46, on the branch to Murray Harbour, and \$459,139.28 for a combined railway and carriage bridge over the River Hillsborough, Charlottetown; \$6,198.35 was expended on a new station at Georgetown, \$5,129.41 for increased accommodation at Charlottetown, and \$13,400 for steel rails.

REVENUE ACCOUNT.

The gross earnings amounted to \$217,714.24, and the working expenses to \$259,637.82, the expenditure in excess being \$41,923.58.

Compared with the previous year, the gross earnings show an increase of \$19,714.31, and the working expenses a decrease of \$10,522.15. The railway carried 205,265 passengers, an increase of 20,517, producing \$95,237.12, an increase of \$10,150.69. Of freight, there were carried 80,582 tons, an increase of 5,201 tons, producing \$106,519.72, an increase of \$10,941.93. The earnings from mails and sundries amounted to \$15,957.40, a decrease of \$378.30.

The train mileage (the number of miles run by trains) was 291,263, an increase of 17,431 miles.

The cost per train mile was 89.14 cents, a decrease of 8.51 cents; and the cost per mile of railway \$1,242.59, a decrease of 50.34.

The value of stores on hand at the close of the fiscal year, including fuel and rails, was \$107,999.15.

The road, with its buildings and rolling stock, has been efficiently maintained.

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

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done, and the conclusions arrived at. Previous reports were printed in the annual reports for the years 1898-99 and 1899-1900.

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, 1902.

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 session of 1895, 1896, 1898 and 1902.

Information has been brought down to the end of the fiscal year 1902-1903 only, but, in supplement, the following list shows also the additional contracts entered into, and the payments made, between that date and December 31, 1903.

SUBSIDY CONTRACTS DURING 1902-1903 TO JUNE 30, 1903.

Algoma Central and Hudson Bay Railway Company.—From Sault Ste. Marie to a point on the Canadian Pacific Railway, at or near White River, Algoma District; contract dated October 15, 1902.

Bay of Quinte Railway Company.—For railway connecting Deseronto lines with Tweed lines of Company; contract dated December 30, 1902.

Bay of Quinte Railway Company.—Extension of line at Tweed, north; contract dated December 31, 1902.

Bay of Quinte Railway Company.—Extension from point at or near Richmond Boundary Road near Deseronto, Ont.; contract dated December 31, 1902.

Bracebridge and Trading Lake Railway Company.—From Bracebridge, in Muskoka, to a point near Baysville, Ont.; contract dated December 30, 1902.

La Compagnie de chemin de fer de Colonisation du Nord.—From Labelle, Que., to Nomingue; contract dated July 8, 1902.

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

Halifax and Yarmouth Railway Company.—From Pubnico to Port Clyde or Clyde River, N.S.; contract dated March 1, 1903.

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

Manitoulin and North Shore Railway Company.—From Victoria Mines to Sudbury, &c.; contract dated May 15, 1902.

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Maganetawan River Railway Company.—From a point on the Grand Trunk Railway, at or near Burk's Falls, Ont., to Maganetawan River; contract dated March 19, 1903.

Nova Scotia Eastern Railway Company.—From New Glasgow to Country Harbour and to Guysboro', &c.; contract dated February 19, 1903.

New Brunswick Coal and Railway Company.—From Chipman Station, N.B., to Gibson; contract dated June 30, 1902.

Quebec and New Brunswick Railway Company.—Extension of St. Francis Branch of Temiscouata Railway to mouth of St. Francis River; 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.; contract dated July 30, 1902.

Trans-Canada Railway Company.—From Roberval, Que., westward towards James Bay; contract dated January 19, 1903.

ADDITIONAL SUBSIDY CONTRACTS FROM JUNE 30, 1903, TO DECEMBER 31, 1903.

Canadian Northern Railway Company.—From Grandview to Edmonton, 620 miles; and Prince Albert Branch, 100 miles east from Prince Albert; contract dated July 29, 1903.

Canadian Northern Railway Company.—From point on line of Winnipeg Great Northern Railway north of Swan River to Prince Albert, N.W.T., 100 miles; contract dated December 7, 1903.

Canadian Northern Railway.—In further extension north of Swan River towards Prince Albert, 100 miles; contract dated December 7, 1903.

Chateauguy and Northern Railway Company.—From point on main line near l'Epiphanie to village of Rawdon, 16 miles; contract dated December 12, 1903.

Canadian Bridge Company *et al.*—St. Francis river bridge; contract dated December 21, 1903.

Canadian Bridge Company *et al.*—For completion of foundation and approaches of St. Francis river bridge; contract dated December 21, 1903.

Central Counties Railway Company.—From Hawkesbury, Ont., to South Indian, 35 miles; contract dated December 26, 1903.

Grand Trunk Pacific Railway Company.—From Winnipeg to Port Simpson (W. Division) &c.; contract dated July 29, 1903.

Halifax and South-Western Railway Company.—From Halifax to Mahone Bay, 68 miles; contract dated November 9, 1903.

Halifax and South-Western Railway Company.—From Bridgewater towards Barrington Passage; also a line to Barrington Passage, in addition, 77 and 35 miles; contract dated November 9, 1903.

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Halifax and South-Western Railway Company.—From New Germany to Caledonia, 22 miles; contract dated November 9, 1903.

Halifax and South-Western Railway Company.—From Caledonia to Liverpool, 29 miles; contract dated November 9, 1903.

Inverness Railway and Coal Company.—From Cheticamp to point between Broad Cove and Point Tupper, 37 miles; contract dated November 9, 1903.

Inverness Railway and Coal Company.—From Point Tupper to Broad Cove, 8 miles; contract dated November 9, 1903.

Ottawa Northern and Western Railway Company.—From Aylmer to Hull, Que., 9 miles; contract dated July 10, 1903.

Ottawa Northern and Western Railway Company.—From end of 62nd mile towards Desert, 20 miles; contract dated August 25, 1903.

Ottawa Northern and Western Railway Company.—Unearned balance of subsidy upon the 62 miles from Hull towards Desert; contract dated August 25, 1903.

Quebec Bridge and Railway Company.—Quebec Bridge, approaches and terminals; contract dated October 19, 1903.

SUBSIDIES PAID DURING THE FISCAL YEAR ENDED JUNE 30, 1903.

Algoma Central and Hudson Bay Railway, Ontario....	\$202,912 00
Atlantic and Lake Superior Railway, Quebec....	52,353 98
Atlantic and North-western Railway.....	186,600 00
Bay of Quinte Railway, Ontario....	19,200 00
Bruce Mines and Algoma Railway, Ontario....	28,800 00
Canadian Northern Railway Company, Ontario....	57,485 00
Canadian Pacific Railway Company B.C., (Crow's Nest Pass)....	60,000 00
Canadian Pacific Railway Company (Kootenay and Arrowhead Branch)....	42,771 00
Canadian Pacific Railway Company (W. Selkirk, Lake Winnipeg Branch)....	83,200 00
Canadian Pacific Railway Company (Dyment Branch)..	22,336 00
Canadian Pacific Railway Company (Waskada Branch)..	50,480 00
Cape Breton Extension Railway, N.S.....	65,280 00
Coast Line of Nova Scotia, now Halifax and Yarmouth Railway.....	60,000 00
Great Northern Railway, Quebec....	37,777 20
Inverness and Richmond Company, N.S.....	91,775 53
Maganetawan River Railway Company, Ontario....	3,552 00
Manitoulin and North Shore Railway Company, Ontario	32,000 00
Midland Railway Company, N.S.....	190,186 30
Quebec Bridge Company, Quebec....	132,353 33
Tilsonburg, Lake Erie and Pacific Railway, Ontario....	44,160 00

\$1,463,222 34

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ADDITIONAL SUBSIDY PAYMENTS, FROM JULY 1, 1903, TO DECEMBER 31, 1903.

Bay of Quinte Railway.....	\$ 6,400
Cape Breton Railway.....	117,120
Ottawa, Northern and Western Railway.....	57,568
Halifax and Yarmouth Railway.....	9,600
Chateauguay and Northern Railway.....	191,595
Canadian Northern Railway.....	270,010
	\$652,293

GOVERNMENT ACTION AS TO SUBSIDIZED RAILWAYS.

(The numbers within brackets after the title of the Company refer to the lists of railways for which subsidies have been authorized by Parliament, year by year, from the commencement of the system of railway subsidy in 1882, in the appendices hereto.)

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
“ 1884-85 “ 1885	403,245 00
“ 1885-86 “ 1886	2,171,249 00
“ 1886-87 “ 1887	1,406,533 00
“ 1887-88 “ 1888	1,027,041 92
“ 1888-89 “ 1889	846,721 83
“ 1889-90 “ 1890	1,678,195 72*
“ 1890-91 “ 1891	1,265,705 87*
“ 1891-92 “ 1892	1,248,215 93*
“ 1892-93 “ 1893	811,394 07*
“ 1893-94 “ 1894	1,229,885 10*
“ 1894-95 “ 1895	1,310,549 10*
“ 1895-96 “ 1896	834,745 49*
“ 1896-97 “ 1897	416,955 30*
“ 1897-98 “ 1898	1,414,934 78*
“ 1898-99 “ 1899	3,201,220 05*
“ 1899-1900 “ 1900	725,720 35*
“ 1900-01 “ 1901	2,512,328 86*
“ 1901-02 “ 1902	2,093,939 00*
“ 1902-03 “ 1903	1,463,222 34
	\$29,295,052 71

* 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.

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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

Total subsidies paid from 'Consolidated Fund' up
 to June 30, 1902.... \$32,310,302 71

The main line subsidy to the Canadian Pacific Rail-
 way was paid from 'Capital,' amounting to. 25,000,000 00

Total paid as subsidies..... \$57,310,302.71

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 1 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.

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.

By the Railway Subsidy Act of 1901, chap. 7, item 20, the grant of a similar subsidy was authorized for a further distance, not exceeding 135 miles, to a point on the Canadian Pacific Railway at or near White River, and a contract was entered into with the company accordingly on October 15, 1902.

During the past fiscal year there has been paid to the company the sum of \$202,912, making the total payments \$583,536, up to June 30, 1903.

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. Andrew's 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 roadbed and bridges of the railway between Metapedia and Caplin, and to construct the railway from Caplin to a point near Paspebiac; such powers of construction to be exercised before December 31, 1902; also to operate the railway between Metapedia and Paspebiac, 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 Paspebiac, 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,

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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 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 during the fiscal year 1901-02, payment was made to the extent of \$14,800, namely for one of the bridge structures, in accordance with the provisions of the Act.

During the past fiscal year payments were made to the extent of \$52,353.98, making a total of \$67,153.98 up to June 30, 1903. Of this total, \$32,153.98 was for bridge superstructures and \$35,000 for roadbed completion.

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 Paspebiac, 70 miles, to the extent of \$620,000.

Atlantic and North-west Railway Company.

(See Annual Report of 1889-1890.)

The full history of this subsidy was shown in the annual report for 1889-90. The company receives an annual subsidy of \$186,600 for 20 years. The first payment having been made in 1889-90. The total paid up to June 30, 1903, is \$2,612,400. Payment is made by the Department of Finance direct.

Baie des Chaleurs Railway Company.

(See Annual Report of 1895-96.)

(See also Atlantic and Lake Superior Railway Company.)

The Bay of Quinté Railway Company.

(See Nos. 434 and 581.)

This company was incorporated by the Dominion Act of 1881, chap. 46, under the name 'The Bay of Quinte Railway and Navigation Company,' with powers to construct a line of railway from Mill Point, county of Hastings, on the Bay of Quinte, to a point of junction with the Grand Trunk Railway.

By the Act of 1896 it was empowered to amalgamate with the Kingston, Napanee and Western Railway Company under the name of the Bay of Quinte Railway Company. Its powers were extended to cover the construction of branch lines, not exceeding 20 miles in length, each to connect with mines and mineral lands, and by the Act of 1900, chap. 50, extensive powers were conferred for development of electrical power, and for mining and timber industries. Their powers of construction were extended to June 14, 1905.

By the Subsidy Act of 1899, chap. 7, item 20, as amended by clause 9 of the Subsidy Act of 1900, chap. 8, the grant of aid was authorized to the extent of \$3,200 per

mile for 10 miles, for extensions, branches and additions to connect their lines of railway or to connect the said lines or connecting lines with iron or other mines or mineral or wood lands in certain counties named. This was in lieu of part of the balance of subsidy granted to the Kingston, Napanee and Western Railway in 1892.

Under date of December 30, 1902, a subsidy contract was entered into with them accordingly.

By the Subsidy Act of 1899, cap. 7, item 45, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for an extension, not exceeding 2 miles, of the company's line, westerly, from a point at or near Richmond Boundary Road, near Deseronto, and also for an extension from the end of the said two miles, northerly, for a distance not exceeding 3 miles.

Under date of December 30, 1903, a separate contract was entered into with the company for each of these two sections.

During the past fiscal year payment has been made of \$19,200 for the six miles between Deseronto and Napanee, under the Subsidy granted by item 20 of the Act of 1899. This represents the total paid up to June 30, 1903, to this company, but there had been previously paid to the Kingston, Napanee and Western Railway Company a total of \$208,732.80.

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.)

Bracebridge and Trading Lake Railway Company.

This company was incorporated by the Act 63 Vic., chap. 109 (Ontario), with powers to construct a line of railway to be operated by steam or electricity, or partly by steam and partly by electricity, from a point in the town of Bracebridge to some point in the township of McLean, a distance of about fourteen miles, and to construct, extend and operate a continuation or branch of such railway from Bracebridge to some point on Muskoka Lake at or near Beaumaris, in the township of Monck, a distance of about ten miles, all in the district of Muskoka.

By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 7, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ont., not exceeding 15 miles.

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The company having applied for this subsidy, a contract was entered into with them, accordingly, on December 30, 1902, under authority of Order in Council, dated April 6, 1903.

No payments have been made to June 30, 1903.

Brockville, Westport and Sault Ste. Marie Railway Company.

(See Annual Report of 1896-97.)

Brantford, Waterloo and Lake Erie Railway Company.

(See Annual Report of 1895-96.)

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 railway is completed and during the past fiscal year the subsidy, \$28,800, has been paid.

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.

West Selkirk—Lake Winnipeg 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.

During the past fiscal year, subsidy was paid for this work to the extent of \$83,200, the total paid up to June 30, 1903.

Canadian Pacific Railway Company.

(Dyment Branch.)

(See No. 487.)

By the Railway Subsidy Act, 63-64 Vic., chap. 8 (1900), item 12, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on the average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a railway from Dyment, on the Canadian Pacific Railway, to the New Klondike Mining district, Ontario, not exceeding 7 miles.

The Canadian Pacific Railway Company having applied for this subsidy, a contract was entered into with them, accordingly, on August 28, 1902.

During the past fiscal year payment was made to the extent of \$22,336, the total up to June 30, 1903.

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.

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,

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dated July 6, September 11, October 3, and November 30, 1901. No portion of the subsidy was paid up to June 30, 1902.

During the fiscal year payment was made to the extent of \$50,480, the total up to June 30, 1903.

Canadian Pacific Railway Company.

(Pipestone Branch—Antler Station to Moose Mountain.)

(See Annual Report for 1901-02.)

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 \$60,000 was paid from the subsidy, making the total payments up to June 30, 1903, \$3,404,720.

Cap de la Madeleine Railway Company.

(See Annual Report of 1896-97.)

Cape Breton Railway Extension Company, Limited.

(See Annual Report of 1895-96.)

(See No. 420.)

This company was incorporated by 62 Vic., chap. 126 (1899), of the Acts of Nova Scotia, with powers to construct a railway between Canso and Louisbourg and to construct a bridge or tunnel over or under the Straits of Canso, or to operate a ferry.

By the Nova Scotia Act of 1902, chap. 190, it was further empowered to build branches from any point on its main line or branches to any other point in the county of Cape Breton.

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 average 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 work on September 15, 1900. During the past fiscal year payments have been made to the extent of \$65,280; the total paid up to June 30, 1903.

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 1899, 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 Gib-

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son, 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, 1903.

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 up to June 30, 1903.

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.

(Now the Halifax and Yarmouth Railway Company.)

(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.

Compagnie du Chemin de fer de Colonisation du Nord.

(See No. 451.)

This company was incorporated by the Dominion Act 62-63 Vic., chap. 62 (1899), with powers to construct and operate a railway from a point in or near Labelle, in the County of Labelle, Quebec, and passing within a mile of the parish church of L'Annonciation, in the township of Marchand, in the said county, and within a mile of the parish church in the village of Nominuingue, in the township of Loranger, and within a mile of the village of Rapide de L'Original, in the townships of Robertson and Campbell, and thence in a westerly direction to a point at or near Lake Temiscamingue in the county of Pontiac.

By the Railway Subsidy Act 62-63 Vic., chap. 7 (1899), item 37, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on the average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a railway for a distance not exceeding 22 miles from Labelle in a north-westerly direction, to Nominuingue, via Notre Dame de l'Annonciation.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on July 8, 1902.

No payments have been made up to June 30, 1903.

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.)

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.)

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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, Petitediac and Havelock Railway Company.

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

Erie and Huron Railway Company.

(See Annual Report for 1886-87.)

Esquimalt and Nanaimo Railway Company.

(See Annual Report for 1886-87.)

Fredericton and St. Mary's Bridge Company.

(See Annual Report of 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., chap. 67, 1899.)

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

By the Act 47 Vic., chap. 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., chap. 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., chap. 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., chap. 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., chap. 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., chap. 2 (1891), the unpaid balance, \$28,100 of the subsidy granted in 1886, was revoked.

By the Act 56 Vic., chap. 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., chap. 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., chap. 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., chap. 4 (1897), payment was authorized of unpaid balances for 67 miles of railway, between Montcalm and the junction with the Lower Laurentian Railway near St. Tite, not exceeding \$182,400; also a subsidy of 15 per cent, not exceeding \$52,500, of the cost of a bridge over the River Ottawa at Hawkesbury. Also, for 9 miles shortage in distance between Montcalm and St. Tite; also, for 35 miles from St. Jérôme to Hawkesbury; the last two being subsidies of \$3,200 per mile with 50 per cent of expenditure in excess of \$15,000 per mile, the total not to exceed \$6,400 per mile. 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., chap. 7 (1899), the grant of a subsidy for 53½ miles of the company's railway between Montcalm and St. Tite Junction was author-

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ized; also for a branch from their main line to Shawenegan Falls, $6\frac{1}{2}$ 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., chap. 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., chap. 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 past fiscal year, subsidy was paid for this work to the extent of \$37,777.20, making the total payments up to June 30, 1903, \$557,788.31.

Gulf Shore Railway Company of New Brunswick.

(See Annual Report for 1899-1900.)

Guelph Junction Railway Company.

(See Annual Report of 1888-89.)

Halifax and Yarmouth Railway Company.

(Formerly the Coast Railway Company of Nova Scotia, which see.)

(Name changed by Nova Scotia Statute of 1899, Chap. 123.)

(See No. 520.)

By the Subsidy Act of 1901, chap. 7, item 5, the grant of aid was authorized for a line of railway from Pubnico, N.S., to Port Clyde or Clyde river, \$3,200 per mile, not exceeding 31 miles with an addition of 50 per cent on an average expenditure in excess of \$15,000 per mile, the subsidy not exceeding in the whole \$6,400 per mile.

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This was in lieu of the unexpended balance of the subsidy granted in 1897 (see Coast Railway Company of Nova Scotia.)

The company having applied were admitted to contract on March 1, 1903.

During the past fiscal year payment of subsidy was made to the extent of \$60,000, making with subsidy previously paid, a total of \$150,400.

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., chap. 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, chap. 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., chap. 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., chap. 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.

The sum of \$91,775.53 was paid during the past fiscal year, making the total payments \$311,375.53 up to June 30, 1903.

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.)

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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 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.

On August 15, 1901, this railway was leased to the Canadian Pacific Railway Company for a term of 999 years. The leasing was approved by an Order in Council of June 29, 1903.

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.

During the past fiscal year payments have been made to the extent of \$42,771, this being the total paid up to June 30, 1903.

Lake Erie and Detroit River Railway Company.

Formerly 'the Lake Erie, Essex and Detroit Railway Company.' Name changed by Dominion Act, 54-55 Vic., chap. 88 (1891).

(See Annual Report for 1901-02.)

L'Assomption Railway Company.

(See Annual Report of 1886-87.)

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 1900-01.)

Maganetawan River Railway Company.

This company was incorporated by the Act 1 Edward VII. (Ontario), chap. 83 (1901), with powers to construct a railway between a point in or near the village of Burk's Falls, in the district of Parry Sound, and a point on the Maganetawan river, in the said district of Parry Sound, where the said river is navigable for vessels.

By the Railway Subsidy Act, 1 Edward VII., chap. 7 (1901), item 22, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on an average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized 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.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on March 19, 1903.

During the past fiscal year there was paid the sum of \$3,552, the total payments up to June 30, 1903.

Manitoulin and North Shore Railway Company.

(See No. 481.)

This company was incorporated by the Dominion Act of 1900, chap. 64, 63-64 Vic., with powers to construct a line of railway from Little Current, Manitoulin Island, to a point 100 miles northerly, crossing the Canadian Pacific Railway at or near Onaping or Cartier stations; also from a point in or near the township of Drury or Hyman, on its said line, easterly to Sudbury, also from a point at or near Little Current, south-easterly to the south shore of Manitoulin Island, or Fitzwilliam Island, and from a point near Tobermoray to Meaford, passing through Warton and Owen Sound; also with powers for dock construction, ferry operation, and electric power production.

By the Subsidy Act of 1900, chap. 8, item 6, aid was authorized towards the construction of 66 miles of the company's railway from Little Current to Sudbury; the company to construct a bridge between Little Current and the main land, with free provision for vehicular and passenger traffic.

By the Act of 1901, section 5, work under the foregoing subsidy was allowed to be carried on in two sections, the first beginning at Victoria Mines and extending to Sudbury and thence to Lake Wahnapitae, not exceeding 33 miles, the second beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, not exceeding 31 miles.

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Under date of May 15, 1902, a contract was entered into with the company under the above subsidy for a railway from Victoria Mines to Sudbury and thence to Lake Wahnapiatae.

During the past fiscal year there was paid the sum of \$32,000, the total payments up to June 30, 1903.

Middleton and Victoria Beach Railway Company.

(See Nos. 503 and 536.)

This company was incorporated by the statute of Nova Scotia, 60 Vic., chap. 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, chap. 129. It was further revived by the Act of 1901, chap. 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., chap. 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.

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 these subsidies has been paid up to June 30, 1903.

Midland Railway Company.

(See Nos. 336, 421, 427.)

This company was incorporated by the Act of the province of Nova Scotia, 59 Vic., chap. 85 (1896), with powers to build a railway from Windsor to a point at or near Maitland, then, 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., chap. 4 (1894), authority was given for the grant of a subsidy of \$3,200 per mile for 90 miles of railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville, through the valley of Musquodoboit river, towards a point on the Dartmouth branch of the Intercolonial,

in lieu of a subsidy authorized in 1892; also for a railway bridge over the River Shubenacadie, a subsidy of 15 per cent on the value of the structure; the total of the subsidies not to exceed \$300,000.

The Midland Railway Company having applied, were admitted to contract for these works on July 30, 1896.

By the Subsidy Act, 62-63 Vic., chap. 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.

The sum of \$190,186.30 was paid during the past fiscal year, making the total payments \$360,450.30 up to June 30, 1903.

Montfort and Gatineau Colonization Railway Company.

(See No. 506.)

This company was incorporated under the name of 'Montfort Colonization Railway Company,' by the Act 53 Vic., chap. 107 (Quebec) (1890); the name was changed by the Dominion Act 61 Vic., chap. 75 (1898), which declared the undertaking to be a work for the general advantage of Canada, and gave powers for an extension of the railway from Rivière Rouge to some point on the Ottawa and Gatineau Railway (now the Ottawa Northern and Western) in the county of Wright.

By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 31, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 was authorized for a railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, Quebec, not exceeding 30 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on July 30, 1902.

No payments have been made on this subsidy up to June 30, 1903, but payments were made to the Montfort Colonization Railway Company up to June 30, 1899, to the extent of \$167,440, under previous subsidies granted.

Montfort Colonization Railway Company.

(See Annual Report of 1900-01.)

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.)

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Montreal and Western Railway Company.

(See Annual Report for 1893-94.)

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

(See Annual Report for 1898-99.)

Montreal and Province Line Railway Company.

(See Annual Report for 1901-02.)

Napanee, Tamworth and Quebec Railway Company.*(Name changed to the Kingston, Napanee and Western Railway Company by the Act 53 Vic., ch. 62.)*

(See Annual Report 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 Brunswick Coal and Railway Company.

(See No. 522.)

This company was incorporated by the Act 1 Edward VII., chap. 77 (New Brunswick), with powers to construct a line of railway from Chipman to Gibson, with the right to build branches thereto and connecting with any railway or railways in New Brunswick.

By the Subsidy Act of 1901, 1 Edward VII., chap. 7, item 7, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a line of railway from Chipman station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, item 31, not exceeding 45 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 30, 1902.

No payments have been made up to June 30, 1903.

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 Eastern Railway Company.

This company was incorporated by the Act 1 Edward VII., chap. 130 (Nova Scotia), with powers to construct a line of railway from a point on the Intercolonial Railway at or near New Glasgow, in the county of Pictou, and passing through the counties of Pictou and Guysborough, to the deep waters of Country Harbour, in the county of Guysborough, and from the Cross Roads, Country Harbour, in the said county of Guysborough, to a point at or near the town of Guysborough, and thence to a point on the Strait of Canso, in the said county of Guysborough, and such other lines as may become feeders for the main trunk line above described.

By the Subsidy Act of 1901, 1 Edward VII., chap. 7, item 1, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a line of railway from a point on the Intercolonial Railway, at or near New Glasgow to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, item 34, not exceeding 80 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on February 19, 1903.

No payments have been made up to June 30, 1903.

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., chap. 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.

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, 1903.

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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 1901-02.)

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., chap. 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., chap 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., chap. 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., chap. 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., chap. 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., chap 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., chap 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., chap. 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., chap. 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 \$57,485, making the total amount paid up to June 30, 1903, \$1,534,976.

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 Companies.)

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.)

By the Act 48-49 Vic., chap. 29 (1885), the grant of a subsidy to this company was authorized (in lieu of subsidies granted in previous 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., chap. 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., chap. 2 (1893), the unpaid balance, \$89,248, was revoked.

By the Subsidy Act, 57-58 Vic., chap. 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.

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By the Subsidy Act, 60-61 Vic., chap. 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., chap. 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 that fiscal year, namely, \$8,192, making the total payments to this company on subsidy account, \$292,320, up to June 30, 1902.

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

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., chap. 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., chap. 69 (1897), the powers of the company were revived, and the time for construction was extended to June 29, 1902.

By the Act 63-64 Vic., chap. 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., chap. 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, chap. 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.

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 \$132,353.33 was paid, making a total of \$374,353.33 up to June 30, 1902.

Quebec and New Brunswick Railway Company.

This company was incorporated by the Act (1900) 63-64 Vic., chap. 75, with powers to construct a railway from Connor station on the St. Francis Branch of the

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Temiscouata Railway (New Brunswick) to a point on the Intercolonial Railway at or near St. Charles Junction, or a point on the Quebec Central Railway at or near St. Anselme, or a point on the Grand Trunk Railway at or near Chaudière Junction (Quebec) a distance of about one hundred and thirty miles.

By the Railway Subsidy Act of 1901, 1 Edward VII., chap. 7, item 2, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on an average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a 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, towards the present terminus of the St. Francis Branch of the Temiscouata Railway, 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, chap. 8, sec. 2, item 23; also for a line of railway in extension of the St. Francis Branch of the Temiscouata Railway to the mouth of the St. Francis river, New Brunswick, in lieu of the subsidy granted by 1899, chap. 7, sec. 2, item 43, not exceeding 3 miles; in all not exceeding 63 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on August 25, 1902.

No payments have been made up to June 30, 1903.

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 com-

pleted 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., chap. 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., chap 4 (1897), there was authorized a subsidy for a railway from Campbellton, on the Intercolonial Railway, 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, 1903.

Schomberg and Aurora Railway Company.

(See No. 386.)

This company was incorporated by the Dominion Act, 59 Vic., chap. 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., chap. 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 Edward 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.

By the Subsidy Act, 63-64 Vic., chap. 8, item 13 (1901), the grant of a subsidy of \$3,200 a mile with a further subsidy of 50 per cent on average expenditure in excess

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of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for the extension of the company's line from its easterly terminus to a point at or near Bond's lake, Ontario, not exceeding 4 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on July 30, 1902.

No payments have been made on either of these subsidies up to June 30, 1903.

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, chap. 72, and the undertaking was declared to be a work for the general advantage of Canada by the Dominion Act, 60 Vic., chap. 10 (1896), which authorized the construction of a line of railway from a point in the town of Levis to a point on the Canada Atlantic Railway at or near Valleyfield.

By the Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company for 82 miles of a 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., chap. 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, 1903.

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., chap. 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, 1903.

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 Reports for 1895-96 and 1901-02.)

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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., chap. 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 miles, 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.

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.

During the past fiscal year payment of subsidy was made to the extent of \$44,160, making the total payments \$113,431.48 up to June 30, 1903.

Trans-Canada Railway Company.

(See No. 540.)

This company was incorporated under the name of 'The Trans-Canadian Railway Company' by the Act 58-59 Vic., chap. 28 (1895), with powers to construct a railway from a point at or near the city of Quebec; thence westerly and as nearly as practicable in a straight line to a point north of Lake Winnipeg; thence westerly by way of the Yellow Head or other convenient and practicable pass in the Rocky mountains; and thence by the Skeena river to Port Simpson or Port Essington, with the option of adopting any other more feasible route west of the Rocky mountains to reach a point on the Pacific coast between fifty-two and fifty-five degrees north latitude.

Powers were also given for operation of vessels in connection with their railway: for wharf, dock, elevator and warehouse construction, and for production and use of electric power; also for telegraph and telephone lines to any point on James' Bay, Hudson Bay and Hudson Straits.

Additional powers were given by the Act of 1894, chap. 65, for the construction of a branch from the main line at the St. Maurice river, Quebec, thence southerly to the village of Montcalm in the parish of St. Liguori, and thence in a direct line to the city of Montreal; the construction of such a branch not to be commenced until after two hundred miles of the main line beginning at the city of Quebec has been constructed and put into operation. This Act also changed the name of the company.

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By the Act of 2 Edward VII., chap. 108 (1902), the time for the construction of the railway authorized by the above Acts, was extended to May 15, 1912, their powers of construction were also extended as follows:—To enable the company to 'continue the construction of its main line, which was commenced at Roberval on the Quebec and Lake St. John Railway, from that point in a westerly or north-westerly direction,' and to build 'a branch line from the nearest point on its main line to deep water near the mouth of the Nottaway river,' (which empties into James' bay), and also 'a branch line from Chicoutimi to the mouth of the Saguenay river at or near St. Catharine's bay'; also, with the sanction of the Governor in Council, to enter into an agreement with the Great Northern Railway of Canada, the Quebec and Lake St. John Railway Company, or the Canadian Northern Railway Company, for conveying or leasing its railway, or for an amalgamation with such company.

By the Railway Subsidy Act of 1901, 1 Edward VII., chap. 71, item 25, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized 'for a line of railway from Roberval, Quebec, westward towards James' bay, not exceeding 60 miles.'

The company having applied for this subsidy, a contract was entered into with them, accordingly, on January 19, 1903.

No payments have been made up to June 30, 1903.

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.)

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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 Annual Report for 1901-02.)

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, 1903, was \$85342,377.47. A further sum of \$19,990,608.25 has been expended from the consolidated fund, including the repairs, renewals, maintenance and operation of these works, making a total of \$105,332,985.72. The total revenue derived, including tolls and rentals of lands and water powers, amounted to \$13,247,969.84. (See the Accountant's statements, Part II., p. 27, 28, 45 and 46.)

The total expenditure on canals for the fiscal year ended on June 30, 1903, was as follows:—

On construction and enlargement, a total of \$1,823,273.61, and a further sum of \$1,025,166.35 for repairs, renewals, operation, and revenue collection, making a total for the year of \$2,848,439.96.

The total net revenue collected for the fiscal year was \$230,213.15, a decrease compared with the net revenue of the previous year of \$70,200.53. The net canal tolls paid amounted to \$159,959.21, a decrease of \$73,078.61*. On July 1, 1902, the balance of rents unpaid was \$75,887.56. The rents accrued during the year amounted to \$80,224.58, and the rents received to \$70,401.05, an increase of \$13,025.19, leaving a balance of rents uncollected on June 30, 1903, amounting to \$83,536.93.

The total expenditure on canal staff and maintenance, repairs and renewals amounting, for the year, to \$1,025,166.35, an increase of \$161,085.68, and a total net receipts amounting as above, to \$230,213.15, the amount of such expenditure in excess of receipts was \$794,953.20.

The above figures relate to the *fiscal year* 1902-03, but very voluminous statistics relating to the canal traffic, and various commercial statistics for the *season of navigation* of the year 1902, will be found in Part V., 'Canal Statistics.'

The total traffic through the several canals of the Dominion for the *season* of 1902 amounted to 7,513,197 tons, an increase of 1,847,938 tons compared with the previous year. This includes 4,729,268 tons passing through the Sault Ste. Marie Canal, against 2,820,349 tons in 1901.

* Tolls were collected only for the portion of the fiscal year from July 1, 1902, to the close of navigation: all tolls having, by Orders in Council of April 27 and May 19, been abolished for the seasons of 1903 and 1904.

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The following features of the principal canal traffic during the season of 1902, will be of interest:—

On the Welland Canal, 665,387 tons of freight were moved, an increase of 45,178 tons, of which 355,872 tons were agricultural products, an increase of 54,522 tons, and 141,041 tons produce of the forest; of coal, 64,013 tons were carried; 580,633 tons passed eastward, and 84,754 tons westward; 646,097 tons were through freight, of which 567,286 tons passed eastward.

Of this through freight, Canadian vessels carried 327,107 tons, an increase of 36,574 tons, and United States vessels 318,990 tons, an increase of 4,573 tons.

The total freight passed eastward and westward through this canal from United States ports to United States ports was 269,029 tons, a decrease of 4,990 tons compared with the year 1901.

The quantity of grain passed down the Welland and St. Lawrence Canals to Montreal was 208,215 tons, an increase of 56,649 tons, compared with the previous year; of this, 34,060 tons were transhipped at Ogdensburg as against 17,387 tons transhipped in 1901. The further quantity of 34,116 tons of grain passed down the St. Lawrence Canals only, to Montreal, making the total 242,331 tons.

On the St. Lawrence canals, 1,039,133 tons of freight were moved, a decrease of 115,163; of which 481,822 were eastbound through freight, and 93,051 tons westbound through freight; 580,670 tons were agricultural products, 292,808 tons merchandise, 212,650 tons coal, and 102,430 tons forest products.

Thirty-six cargoes of grain, aggregating 35,253 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals, as against twenty-two cargoes, aggregating 17,303 tons in 1901, and fifteen cargoes aggregating 7,924 tons in 1900.

On the Ottawa river canals the total quantity of freight moved was 444,682 tons, decrease of 1,180, of which 433,245 tons were produce of the forest.

On the Chambly canal, 379,442 tons were moved, an increase of 19,644, of which 25,084 tons were produce of the forest, and 23,768 tons of coal.

On the Rideau canal 50,879 tons were carried, a decrease of 5,497; 27,296 tons being the product of the forest and 4,534 tons of coal.

On the St. Peter's canal 73,538 tons were carried, a decrease of 14,719, of which 40,874 tons were merchandise, and 31,659 tons coal.

On the Murray canal 35,178 tons passed, an increase of 5,643, and 10,823 tons of this were the product of the forest.

On the Trent Valley canal, 41,690 tons were moved, of which 39,293 tons were the product of the forest.

On the Sault Ste. Marie canal, the total movement of freight was 4,729,268 tons, being an increase of 1,908,874 tons, carried in 5,043 vessels, the number of lockages being 3,418. Of wheat, 27,911,287 bushels, and of other grain 3,661,904 bushels were

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carried; 2,843,860 barrels of flour, 2,504,452 tons of iron ore, 563,835 tons of coal, and 49,084,942 feet, board measure, of lumber; all these items show a very considerable increase. The total traffic at this point, accommodated by the canals, the American and Canadian, amounted to 35,962,063 tons, an increase of 7,559,631 tons, carried in 22,631 vessels, an increase of 2,590. The total quantity of wheat carried was 76,746,349 bushels, an increase of 23,889,618, and of other grain 25,312,513 bushels, an increase of 546,755. Of lumber, the total was 1,077,932,942 feet, board measure, an increase of 4,498,994.*

In connection with the question of canal versus railway transport of grain from the west, it may be noted that whereas grain and pease passed down to Montreal through the Welland and St. Lawrence canals to the extent of 208,215 tons, an increase of 56,649 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk Railways amounted to 263,861 tons, an increase of 36,161 tons. Over the route from Depot Harbour, on Georgian Bay, Lake

*NOTE.—The following items of information respecting the traffic during the season of 1902, through the two canals, the United States and the Canadian, at the Sault Ste. Marie, will be found of much interest in view of the enormous proportions and rapid growth of lake commerce. They are taken from 'Statistics of Lake Commerce', compiled, under the direction of Major W. H. Bixby, Corps of Engineers, U.S.A., from the official records.

The season of navigation lasted for eight months and 20 days; the Canadian canal being open from April 1 to December 20, the United States canal from April 5 to December 16.

The total freight passed aggregated 35,961,146 net tons (2,000 lbs.), an increase over the preceding season of 7,558,081 tons. 59,377 passengers were carried; of this the Canadian canal passed 4,728,351 tons of freight, and 36,599 passengers.

It is interesting to note that in 1861 the tariff at this point was \$8,000 net tons valued at \$6,000,000; in 1891, 8,888,759 tons, valued at \$128,178,208, and in 1902, 35,961,146 tons, valued at \$358,306,300.

45 new vessels were put in commission for the Lake Superior trade, all large steam freighters, ranging from 225 to 436 feet in length. 935 registered vessels used the canals, making 22,659 passages: of these 851 were United States vessels; 589 being steamers and 262 sailing vessels; their total value was \$67,205,000. Of Canadian vessels there were 84, namely, 67 steamers and 17 sailing vessels, their total value being \$3,792,400. United States vessels carried 96 per 100 of the total freight and 28 per 100 of the total passengers; 64,848 tons of freight were carried by unregistered craft.

There were 337 vessels between 200 and 300 feet long, 179 between 300 and 400 feet, and 87 between 400 and 500 feet in length, and of from 45 to 53 feet beam. There were 133 steamers and 26 sailing vessels whose capacity was between 3,000 and 4,000 tons; 27 steamers and 11 sailing vessels between 4,000 and 5,000; 32 steamers and 7 sailing vessels between 5,000 and 6,000 tons, and 37 steamers and 17 sailing vessels between 6,000 and 7,000; 43 steamers and 2 sailing vessels between 7,000 and 8,000, and 5 steamers and 6 sailing vessels of over 8,000 tons capacity. The largest single cargo carried by a steamer was 8,441 net tons, and by a barge 8,485 net tons.

The total amount paid for freight transportation was \$26,566,189.40. The average distance to which freight was carried was 827.4 miles, and the average cost per ton per mile was .89 of a mill.

The east-bound freight aggregated 33,275,989 tons, of which 3,334,952 tons went to Lake Michigan ports, 1,412,434 tons to Lake Huron ports, 25,247,132 tons to Lake Erie ports, and 281,471 tons to Lake Ontario ports. The West bound freight aggregated 5,685,157 tons, of which 5,346,410 tons were from Lake Erie ports.

The principal items of traffic were as follows: bituminous coal, 4,502,530 tons; flour, 8,910,005 barrels; wheat, 76,730,965 bushels; grain other than wheat, 27,740,822 bushels; of this, 16,301,130 bushels was flax. Iron ore, 24,277,553 net tons; copper, 120,612 tons; lumber, 1,091,471 M. ft., B.M. Of silver ore, one ton only was carried.

The freight charges per unit were as follows:—On coal, \$0.45 per ton; flour, \$0.12 per barrel; wheat and grain, \$0.019 per bushel; pig iron, \$1.50 per ton; iron ore, \$0.68 per ton; lumber per M., \$2.45; general merchandise, \$2.00 per ton.

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 1901, 321,016 tons were carried, of which 291,834 tons were grain, 207,403 tons being wheat, 71,459 tons corn. In 1902 the total freight so carried to Montreal was 273,145 tons; of this quantity 11,732 tons were corn, 216,305 wheat.

The quantity of grain carried to tidewater on the New York State canals was 318,677 tons, a decrease of 37,083 tons, while the quantity carried by the railways of the State to tidewater amounted to 4,558,536 tons, a decrease of 71,943.

Of the total east and westbound 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 Railway) respectively (amounting in 1902 to 72,075,774 tons—greater by 6,434,937 tons than in 1901), 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, and 5.5 in 1902. These canals carried, in 1902, 3,274,610 tons, a decrease of 146,003 tons.

The enlarged Erie canal, between Buffalo and Albany, is 350½ miles long; comprises 72 locks, 110 x 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 system 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, intended, for purposes of ordinary traffic, to accommodate 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 propeller *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 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 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 De-

* In exceptional cases, and in cases of emergency, this length can with certain manœuvring, be somewhat increased; being governed, of course, by the form of the vessel. As a matter of fact, there are vessels now using the canals whose length, over all, is 265 feet, and width of beam 37 feet.

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partment 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 of 1902 the electrical operation of the Soulanges canal works was inaugurated. The Sault Ste. Marie lock has from the first been operated by electricity.

Electrical installation for operation purposes on the Cornwall canal is now completed and is satisfactorily worked.

A similar installation on the Lachine canal is in progress and will, it is expected, be ready for use at the opening of navigation next spring.

The improvement works being carried on at Port Colborne, the Lake Erie 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 removal of the centre pier bridges on the canal, which obstructed navigation, is in progress, and new bridges spanning the entire channel are being erected.

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, and steps are being taken for the similar improvement of the upper entrance.

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 the 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.

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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.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,
Deputy 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 SUPERINTENDENT 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
Total.....	<u>804</u>

St. John to Montreal.

1. Intercolonial Railway, via Lévis, to Montreal.. . . .	740
2. Canadian Pacific Railway to Montreal..... .	480
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.....	3,102

Quebec to Vancouver.

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.....	3,078
3. Grand Trunk Railway to North Bay.....	732
Canadian Pacific Railway from North Bay to Vancouver..	2,542
Total.....	3,274

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, 1903, was 1,315 miles, and for freight branches 12'50 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.....	166
Mount Stewart to Georgetown.....	24
Charlottetown to Royalty Junction.....	5
Emerald Junction to Cape Traverse.....	13
Alberton to Cascumpec wharf.....	1
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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 Erie, Detroit River, Lake St. Clair, Lake Huron, &c.	550
8. Sault Ste. Marie Canal.....	1¼
Lake Superior to Port Arthur.....	266
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Total.....	1,223¼
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To Duluth.....	1,357
Chicago.....	1,286
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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 on sills, at two locks.....	18 "
" " 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
Total rise of lockage.....	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, $32\frac{3}{4}$ 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. The 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
Dimension of locks. (one of which is a guard lock.).....	2-270 by 45. 1-300 by 45.
Total rise or lockage.....	15 $\frac{1}{2}$ feet.
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	80 "
Breadth of canal at surface of water.....	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 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 $\frac{1}{4}$ 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....	27½ miles	26¾ 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..	326¾ feet	326¾ feet.
Depth of water on sills..	10¼ "	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 feet.
Chippewa Cut to River Niagara...	1,020 feet.
Number of locks—one at Aqueduct and one at Port Robinson...	2
Dimensions of locks...	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland...	10 feet.
Depth of water on sills...	9 feet 10 inches.

GRAND RIVER FEEDER.

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

PORT MAITLAND BRANCH.

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

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

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

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

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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 feet by 60 feet.
Depth of water on sills (at lowest known water level).....	20 feet 3 inches.
Total rise or lockage.....	18 feet.
Breadth of canal at bottom.....	141 feet 8 inches.
Breadth at surface of water.....	150 feet.

This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245½ 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 lockagè (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	81½	
From Lachine to Ste. Anne's lock	15½	23
Ste. Anne's lock and piers		23
Ste. Anne's lock to Carillon canal	27	50
The Carillon canal		51
From Carillon to Grenville canal	6½	57
The Grenville canal		63
From the Grenville canal to entrance of Rideau navigation	56	119
Rideau navigation ending at Kingston	126½	245

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STE. ANNE'S LOCK.

	New lock.	Old lock.
Length of canal.....	$\frac{1}{2}$ mile.	$\frac{1}{2}$ mile.
Number of locks.....	1	1
Dimensions of locks.....	200 x 45 feet.	190 x 45 feet.
Total rise or lockage.....	3 feet.	3 feet.
Depth of sills.....	9 "	6 "

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.....	$5\frac{1}{4}$ 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) 164 fall { at high water.
Dimensions of locks....	134 x 33 feet.
Depth of water on sills.....	5 feet.
Navigation depth through the several reaches....	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 Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the 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.....	145	411

ST. OURS LOCK AND DAM.

Length.....	$\frac{1}{2}$ mile.
Number of locks.....	1
Dimensions of lock.....	200 feet by 45 feet.
Total rise or lockage.....	5 feet.
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 22½ to 24 feet wide.
Lift “ 2	124 “	
“ “ 3, 4, 5, 6	118 “	
“ “ 7, 8, 9 combined... ..	125 “	
Total rise or lockage.....	74 “	
Depth of water on sills.....	7 “	
Breadth of canal at bottom....	36 “	
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 across Lake Simcoe to the Severn river; 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.....	—	9½
Lakefield to a point across Balsam lake....	61	—
Balsam Lake to Lake Simcoe.....	—	18¾
Across Lake Simcoe to Severn River.....	18	—
Lake Simcoe to Georgian Bay via Severn River..	—	14
	150¼	65¾
Total distance, Bay of Quinté to Georgian Bay.....		212
From Sturgeon Point on Sturgeon lake, 48¾ miles from Lake- field, 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 Fenlon. 134' x 33' x 5' 0'' to 7' 6' depth of 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 of 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'' " "

13

ST. PETER'S CANAL, CAPE BRETON.

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

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

BEAUIHARNOIS 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, 1903.

SIR,—I have the honour to submit my annual report for the fiscal year ended June 30, 1903, 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 1902, compiled by Mr. Devlin. (Part V.)

Eleventh.—The Railway Statistics for the year ended June 30, 1903, 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, 1903:—

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
Nicolet Branch.....	14'76
	1,315'76

FREIGHT BRANCHES.

	Miles.
Rivière du Loup Wharf Branch.....	4
Rimouski ".....	2
Newcastle ".....	2
Dorchester ".....	1
Courtney Bay ".....	1
Sackville ".....	'50
Stewiacke ".....	1
Halifax Cotton Factory Branch.....	1
	12'50
Total.....	1,328'26

WINDSOR BRANCH.

Windsor Junction to Windsor.....	32
----------------------------------	----

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
	210

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	6,196,653 19	127,670 53	
		Earnings	6,324,323 72		
Windsor Branch	32	One-third earnings	42,560 81	24,717 62	
		Maintenance	17,843 19		
Prince Edward Island Division	210	Working expenses	259,637 82		41,923 58
		Earnings	217,714 24		
Total miles	1,543			152,388 15	
		Deduct loss from profit		41,923 58	
		Net profit		110,464 57	

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 :—

	1901-1902.	1902-1903.
Intercolonial Division	\$5,671,385 91	\$6,324,323 72
Windsor Branch	49,604 59	42,560 81
Prince Edward Island Division	197,999 97	217,714 24
	<u>\$5,918,990 47</u>	<u>\$6,584,598 77</u>

Showing an increase in the gross earnings of \$665,608.30.

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

	1901-1902.	1902-1903.
Intercolonial Division	\$5,574,563 30	\$6,196,653 19
Windsor Branch	16,376 27	17,843 19
Prince Edward Island Division	270,159 97	259,637 82
Total	<u>\$5,861,099 54</u>	<u>\$6,474,134 20</u>

Gross working expenses of government railways	\$6,474,134 20
Gross earnings of government railways	6,584,598 77

Excess of earnings over working expenses, which include rental, \$140,000 \$ 110,464 57

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Showing an increase in working expenses for the year, compared with the previous year, of \$623,079.66, which is made up of the following:—

	1901-1902.		1902-1903.		Difference.			
					Increase.		Decrease.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Locomotive power.....	2,107,121	60	2,249,212	81	142,091	21		
Car expenses.....	1,180,186	12	1,388,805	73	208,619	61		
Maintenance of way and works.....	1,254,927	47	1,485,545	61	230,618	14		
Station expenses.....	737,718	80	831,650	91	93,932	11		
General charges.....	457,844	49	490,355	29	32,510	80		
Rental of leased lines.....	140,000	00	140,000	00				
	5,877,798	48	6,585,570	35	707,771	87		
Deduct car mileage.....	16,743	94	111,436	15	94,692	21	94,692	21
	5,861,054	54	6,474,134	20	613,079	66		
Net increase.....								

INTERCOLONIAL DIVISION.

The ocean passenger and freight traffic via the port of Halifax shows a considerable increase for the winter season of 1902-3, 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 1901-2 and 1902-3.

Name of Steamer.	1901-1902.			Name of Steamer.	1902-1903.		
	No. of Passengers.				No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Pretrorian.....	16	2	18	Pretrorian.....	176	1,271	1,447
Parisian.....	23	50	73	Parisian.....	216	1,506	1,722
Neckon Castle.....	50	2,198	2,248	Bavarian.....	198	2,033	2,231
Corinthian.....	23	30	53	Corinthian.....	139	1,543	1,682
Manchester Shipper.....	1	146	147	Armenian.....		3,277	3,277
Siberian.....		7	7	Siberian.....	5	1,086	1,091
Lake Manitoba.....		37	37	Mongolian.....	26	726	752
Corean.....	3	28	31	Corean.....		489	489
Assyrian.....		19	19	Assyrian.....		2,944	2,944
Numidian.....	21	61	82	Numidian.....	71	1,758	1,829
Arcadian.....	1	12	13	Arcadian.....		971	971
Buenas.....		7	7	Canada.....	76	1,634	1,710
Lake Superior.....	1	22	23	Carthaginian.....	2	1,110	1,112
Tunisian.....	37	66	103	Tunisian.....	383	2,972	3,355
Ionian.....	37	114	151	Sardinian.....		501	501
Garth Castle.....		42	42	Laurentian.....	20	616	636
				Pomeranian.....	1	510	511
				Lake Champlain.....	61	1,306	1,367
				Adria.....		1,090	1,090
				Bulgaria.....		2,204	2,204
				Sicilian.....	4	16	20
Total.....	213	2,841	3,054	*Total.....	1,378	29,563	30,941

* NOTE.—Of the above 29,315 travelled by the Canadian Pacific Railway and 1,626 travelled by the Intercolonial Railway.

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Of the 30,941 passengers carried by the Intercolonial Railway in 1902-3 as above, 29,315 travelled via St. John by the Canadian Pacific Railway, and 1,626 travelled by the Intercolonial Railway to Montreal.

COMPARATIVE STATEMENT of Ocean-borne Freight Traffic during the Winter Seasons of 1901-1902 and 1902-1903.

Name of Line of Steamers.	WINTER OF 1901-1902.			Name of Line of Steamers.	WINTER OF 1902-1903.		
	Measurement tons.	Weight tons.	Total tons.		Measurement tons.	Weight tons.	Total tons.
Furness-Allan ...	2,433	2,640	5,073	Furness-Allan....	Nil.	Nil.	Nil.
Allan Line.	3,679	3,265	6,944	Allan Line.....	3,962	2,530	6,492
Furness Line.....	2,419	2,064	4,483	Furness Line	4,339	8,445	12,784
Elder-Dempster..				Elder-Dempster...	Nil.	Nil.	Nil.
Pickford and Black	30	11,830	11,860	Pickford and Black	152	1,786	1,938
Beaver Line.....	31	13	44	Beaver Line.	Nil.	Nil.	Nil.
Total.....	8,592	19,812	28,404	Total.....	8,453	12,761	21,214

The above statement shows a decrease of 7,190 tons of ocean-borne freight traffic for the winter season of 1902-3 as compared with the winter season of 1901-2.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to June 30, 1903:—

	Engines.	Dining cars.	PASSENGER CAR STOCK.					Conductor's van.	Oil tank cars.	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.										
...	...	...	...	...	...	...	...	...	5,279	...	999	...	...	...	...	...	...
290	7		27	109	25	93	50	99	123	2,635	54	49	10	22	2	10	
...	...		5	...	...	...	32	...	15	84	...	593	...	...	...	...	...
Total..	290	7	32	109	25	93	82	99	15	5,486	2,635	1,646	49	10	22	2	10

NOTE.—15 platform cars have been converted into oil tank cars.

31 coal cars have been converted into platform cars.

98 gondola cars have been converted into 98 platform cars.

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The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended June 30, 1903, 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 parlour.	1st class.	2nd class sleepers.	2nd class.	Baggage and mail.						Conductor's van.	Auxiliary cars.	Platform cars.	Stock cars.		
Total.....	3		1				2		149	21	131	3					

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	513,420
1877-78.....	714	1,816,273	56	1,378,946	78			432,326	78	522,710	518,957
1878-79.....	714	2,010,183	22	1,294,069	69			716,083	53	510,861	640,101
1879-80.....	829	1,603,429	71	1,506,298	48			97,131	23	561,924	581,483
1880-81.....	840	1,759,851	27	1,760,393	92		542 65			725,777	631,245
1881-82.....	840	2,069,657	48	2,079,262	66		9,605 18			838,956	779,994
1882-83.....	840	2,360,373	27	2,370,910	10		10,547 83			970,961	878,600
1883-84.....	887	2,377,433	62	2,384,414	92		6,981 30			1,009,237	944,636
1884-85.....	941	2,519,751	56	2,441,203	66			78,547 90		989,936	957,228
1885-86.....	946	2,583,999	67	2,450,993	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	3,500,575	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	1,781,754
*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
*1902-03.....	1,315	6,196,653	19	6,324,323	72		127,670 53			2,790,737	2,404,230

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

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INTERCOLONIAL RAILWAY.

STATEMENT of Earnings from the several sources named from June 30, 1876, to June 30, 1903.

Year.	Miles in operation.	Passenger	Freight	Mails and sundries.	Total.
		traffic.	traffic.		
		£ cts.	£ cts.	£ cts.	£ cts.
1876-77.....	714	460,368 15	607,564 99	86,512 21	1,154,445 33
1877-78.....	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-79.....	714	451,893 29	753,490 85	88,715 55	1,294,099 69
1879-80.....	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-81.....	840	545,114 48	1,113,872 21	101,407 23	1,760,393 92
1881-82.....	840	651,296 94	1,303,495 00	124,470 72	2,079,262 66
1882-83.....	840	741,992 72	1,487,601 98	141,326 40	2,370,910 10
1883-84.....	887	775,783 77	1,461,390 37	147,240 78	2,384,414 92
1884-85.....	941	747,585 13	1,542,052 18	151,566 35	2,441,203 66
1885-86.....	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-87.....	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-88.....	971	884,448 07	1,932,877 85	166,010 13	2,983,336 05
1888-89.....	971	906,246 47	1,909,094 44	152,460 09	2,967,801 00
1889-90.....	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-91.....	1,094	962,316 88	1,854,629 88	160,448 62	2,977,395 38
1891-92.....	1,142	961,427 94	1,803,529 03	180,485 00	2,945,441 97
1892-93.....	1,142	1,002,912 74	1,868,823 84	194,468 80	3,065,499 09
1893-94.....	1,142	958,915 13	1,834,123 34	193,762 51	2,987,502 27
1894-95.....	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-96.....	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-97.....	1,145	979,005 57	1,687,050 42	199,972 03	2,866,028 02
1897-98.....	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-99.....	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-00.....	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 71
1900-01.....	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-02.....	1,315	1,770,941 13	3,644,513 42	255,931 36	5,671,385 91
1902-03.....	1,315	1,927,916 97	4,128,255 00	268,151 75	6,324,323 72

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INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight Carried from June 30, 1876, to June 30, 1903.

Year.	Miles in operation.	Local freight.	Through freight.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned.		421,327
1877-8	714			522,710
1878-9	714			510,861
1879-0	829			561,924
1880-1	840			725,777
1881-2	840	571,684	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,656	1,009,237
1884-5	941	506,574	483,362	989,936
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,294	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-0	971	756,696	612,123	1,368,819
1890-1	1,094	797,492	507,942	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,142	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,011,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,569	399,192	1,750,761
1899-0	1,315	1,713,928	437,280	2,151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737

NOTE.—According to this table, the Through Freight business appears to be less than 16 years ago. This is explained by Montreal having become a local station after the I. C. Ry. was extending to that city. Another cause is the opening of the C. P. Ry. to St. John.

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INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried from June 30, 1876, to June 30, 1903.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7.	714	The information for these		613,420
1877-8.	714	years was destroyed		618,957
1878-9.	714	when the general offices		640,101
1879-00.	829	in Moncton were burned.		581,483
1880-1.	840			631,245
1881-2.	840	647,534	132,460	779,994
1882-3.	840	728,186	150,414	878,600
1883-4.	887	784,715	159,921	944,636
1884-5.	941	812,028	145,200	957,228
1885-6.	946	784,817	148,063	932,880
1886-7.	977	814,032	128,752	942,784
1887-8.	971	948,324	91,839	1,040,163
1888-9.	971	1,050,592	85,680	1,136,272
1889-00.	971	1,112,695	91,531	1,219,233
1890-1.	1,094	1,203,814	94,490	1,298,304
1891-2.	1,142	1,198,649	99,083	1,297,732
1892-3.	1,142	1,188,827	104,051	1,292,878
1893-4.	1,142	1,216,027	85,035	1,301,062
1894-5.	1,142	1,272,284	80,383	1,352,667
1895-6.	1,142	1,386,803	85,063	1,471,866
1896-7.	1,145	1,416,631	85,059	1,501,690
1897-8.	1,201	1,438,590	89,854	1,528,444
1898-9.	1,315	1,504,652	98,443	1,603,095
1899-1900.	1,315	1,678,858	112,896	1,791,754
1900-1.	1,315	1,905,599	119,696	2,025,295
1901-2.	1,315	2,061,196	125,030	2,186,226
1902-3.	1,315	2,255,013	149,217	2,404,230

NOTE.—According to this table the Through Passenger business appears to be less than it was 20 years ago, this is explained by the business of Montreal having become local after the I. C. Ry. was extended to that city, the Montreal business is now classed local. The opening of the C. P. Ry. to St. John also affected it.

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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, Montreal 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 Montreal.	Via St. John.		
1876-77.....				103,420	103,420
1877-78.....				97,043	97,043
1878-79.....		300		112,232	112,532
1879-80.....		1,097		135,369	136,466
1880-81.....		9,102	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
1902-03.....	2,200	7,817	6,775	725,727	742,519

It thus appears that the largest tonnage of coal carried over the road for the west was in the year 1886-7, 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.....				1890-91.....	148,803	59,534	218,337
1877-78.....				1891-92.....	845,997	519,500	1,265,497
1878-79.....				1892-93.....	155,306	197,669	352,975
1879-80.....				1893-94.....	Nil.	8,026	8,026
1880-81.....				1894-95.....	Nil.	Nil.	Nil.
1881-82.....				1895-96.....	Nil.	Nil.	Nil.
1882-83.....	31,011		31,011	1896-97.....	Nil.	Nil.	Nil.
1883-84.....	73,389		73,389	1897-98.....	8,000	Nil.	8,000
1884-85.....	300,901		300,901	1898-99.....	30,000	Nil.	30,000
1885-86.....	389,122		389,122	1899-1900.....	15,239	Nil.	15,239
1886-87.....	575,880		575,880	1900-01.....	147	Nil.	147
1887-88.....	69,021		69,021	1901-02.....	Nil.	Nil.	Nil.
1888-89.....	129,725		129,725	1902-03.....	Nil.	Nil.	Nil.
1889-90.....	502,012		502,012				

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	1890-91.....	1,013,129
1877-78.....	557,778	1891-92.....	954,015
1878-79.....	620,329	1892-93.....	856,913
1879-80.....	535,248	1893-94.....	944,967
1880-81.....	672,310	1894-95.....	938,351
1881-82.....	692,095	1895-96.....	822,097
1882-83.....	983,916	1896-97.....	847,701
1883-84.....	817,134	1897-98.....	987,408
1884-85.....	935,977	1898-99.....	1,157,250
1885-86.....	761,127	1899-1900.....	1,234,076
1886-87.....	763,894	1900-01.....	1,292,106
1887-88.....	871,838	1901-02.....	1,311,707
1888-89.....	948,514	1902-03.....	1,521,540
1889-90.....	1,116,050		

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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	1890-91.....	2,890,921
1877-78.....	331,170	1891-92.....	3,776,677
1878-79.....	302,921	1892-93.....	1,514,619
1879-80.....	534,021	1893-94.....	1,304,684
1880-81.....	565,678	1894-95.....	1,036,384
1881-82.....	560,253	1895-96.....	1,064,385
1882-83.....	1,195,691	1896-97.....	1,093,499
1883-84.....	654,673	1897-98.....	1,551,372
1884-85.....	734,902	1898-99.....	2,595,353
1885-86.....	849,800	1899-1900.....	2,720,453
1886-87.....	1,918,395	1900-1901.....	3,535,364
1887-88.....	1,219,035	1901-02.....	2,959,761
1888-89.....	1,256,158	1902-03.....	3,392,252
1899-90.....	2,610,202		

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	1890-91.....	184,188,324
1877-78.....	56,626,547	1891-92.....	175,474,340
1878-79.....	55,626,696	1892-93.....	181,211,013
1879-80.....	55,462,654	1893-94.....	200,507,949
1880-81.....	72,841,388	1894-95.....	202,247,269
1881-82.....	78,356,418	1895-96.....	226,332,715
1882-83.....	104,633,417	1896-97.....	243,355,725
1883-84.....	131,120,948	1897-98.....	354,093,816
1884-85.....	138,493,675	1898-99.....	306,554,031
1885-86.....	117,186,512	1899-1900.....	379,350,074
1886-87.....	161,801,763	1900-1901.....	396,858,964
1887-88.....	197,755,272	1901-02.....	428,051,029
1888-89.....	199,507,777	1902-03.....	459,231,589
1889-90.....	210,886,071		

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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	1890-91.....	95,529
1877-78.....	46,498	1891-92.....	87,889
1878-79.....	47,584	1892-93.....	93,369
1879-80.....	70,990	1893-94.....	79,203
1880-81.....	61,574	1894-95.....	72,106
1881-82.....	73,479	1895-96.....	64,051
1882-83.....	68,338	1896-97.....	72,082
1883-84.....	60,090	1897-98.....	89,301
1884-85.....	70,785	1898-99.....	109,821
1885-86.....	74,498	1899-1900.....	92,813
1886-87.....	82,896	1900-01.....	95,923
1887-88.....	98,302	1901-02.....	98,495
1888-89.....	85,960	1902-03.....	127,060
1889-90.....	80,771		

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 Mont- real 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
1902-03.....	817	11,925	1,194	124,695	138,631

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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 Montreal for the West.	To St. John for the West.	To Local Stations.	Total.	To Ste. Rosalie for the West.	To Montreal 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
1902-03..	194	Nil.	17,137	17,331	3,183	5,763	1,636	20,529	31,111

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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 Mont-real for the West.	To St. John for the West.	To Local Stations.	Total.	To Ste. Rosalie for the West.	To Mont-real 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		1,680	2,047	3,376	7,103
1886-87.....		1,278	1,572	2,008	4,858		3,236	569	1,747	5,552
1887-88.....		1,533	1,477	1,031	4,041		2,617	476	1,099	4,193
1888-89.....		2,474	2,000	1,870	6,344		3,070	7,746	2,994	13,810
1889-90.....		2,235	1,787	2,111	6,223		2,449	847	3,288	6,584
1890-91.....		2,029	2,788	1,848	6,665		1,953	1,917	3,236	7,106
1891-92.....		1,367	1,746	547	3,660		1,946	928	1,889	4,763
1892-93.....		1,683	1,875	3,340	6,898		3,262	1,811	2,176	7,249
1893-94.....		1,959	2,192	2,224	6,375		2,921	1,814	2,962	7,697
1894-95.....		2,006	3,726	1,160	6,892		2,075	1,849	5,285	10,209
1895-96.....		1,966	3,059	1,319	6,344		1,863	1,087	2,791	5,741
1896-97.....		3,307	3,115	1,286	7,708		2,168	1,176	2,536	5,880
1897-98.....		3,575	3,703	1,052	8,330		1,729	1,066	2,210	5,005
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	2,009	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
1902-03.....	140	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495

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37.24 miles of 67 lb. rails and 37.21 miles of 58 lb. rails were taken up and replaced by 90.50 miles of 80 lb. and 19.95 miles by 100 lb. rails; 648,694 ties and 146 sets of switch ties were renewed.

CAPITAL ACCOUNT.

Total cost of road and equipment up to June 30, 1903 :

Road, including \$1,464,000 paid on account purchasing Drummond County Railway.....	\$57,273,027 00
Rolling stock.....	13,254,337 43
	<hr/>
Total.....	\$70,527,364 43*

The increased accommodation at the deep water terminus at Halifax is still progressing. The dredging and removing of rock is completed, the land near the elevator has been purchased, additional sidings have been laid, all of which facilitates the work of conducting the traffic.

One hundred locomotives have been added to the rolling stock, and both the road and rolling stock have been efficiently maintained during the year.

The net results in the operation of this road show a still further improvement, attributable largely no doubt to the introduction of more powerful locomotives and freight cars of greater carrying capacity now in use upon the road; and the bringing of the passenger train equipment up to a high standard of excellence. Further additions to this class of rolling stock are in contemplation, as being a necessity for the efficient working of the traffic.

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.

*NOTE.—In addition to the above \$70,527,364, there was expended on the Montreal and European Short Line Ry. which now forms part of the I. C. R. the sum of \$333,942.72.

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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	7,497 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	1,363 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
1902-03..	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62

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PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

The cost of road and rolling stock up to June 30, 1903:—

Road, &c.	\$4,912,710 33
Rolling stock.	516,529 00
Total.	<u>\$5,429,239 33</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 4	1	213 17 1	147 18	3	1	8	7
			11		231	165				

The capital expenditure during the year amounted to \$829,414.18, of which was expended on the construction of the Murray Harbour branch railway and on the Hillsboro' bridge \$799,991.74, and \$13,400 for steel rails, 56 lbs. to the yard.

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Statement of rolling stock rebuilt during the year:—

One baggage car, 1 stock car, 1 coal car, 14 platform cars.

The following works are being carried on, on capital account:—

1. Bridge over the Hillsboro' river at Charlottetown, of which Mr. M. J. Haney is the contractor, for the substructure, which work is well advanced. Total expenditure up to June 30, 1902.....	\$275,962 71
Expenditure from June 30, 1902, to June 30, 1903.....	459,139 28
Total expenditure up to June 30, 1903.....	<u>\$735,101 99</u>
2. Murray Harbour branch, of which Mr. Willard Kitchen is the contractor. Total expenditure up to June 30, 1902.....	\$416,571 02
Expended from June 30, 1902 to June 30, 1903.....	340,852 46
* Total expenditure up to June 30, 1903.....	<u>\$757,423 48</u>

*Of this total of \$757,423.48, \$94,259.66 is for rolling stock.

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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:—

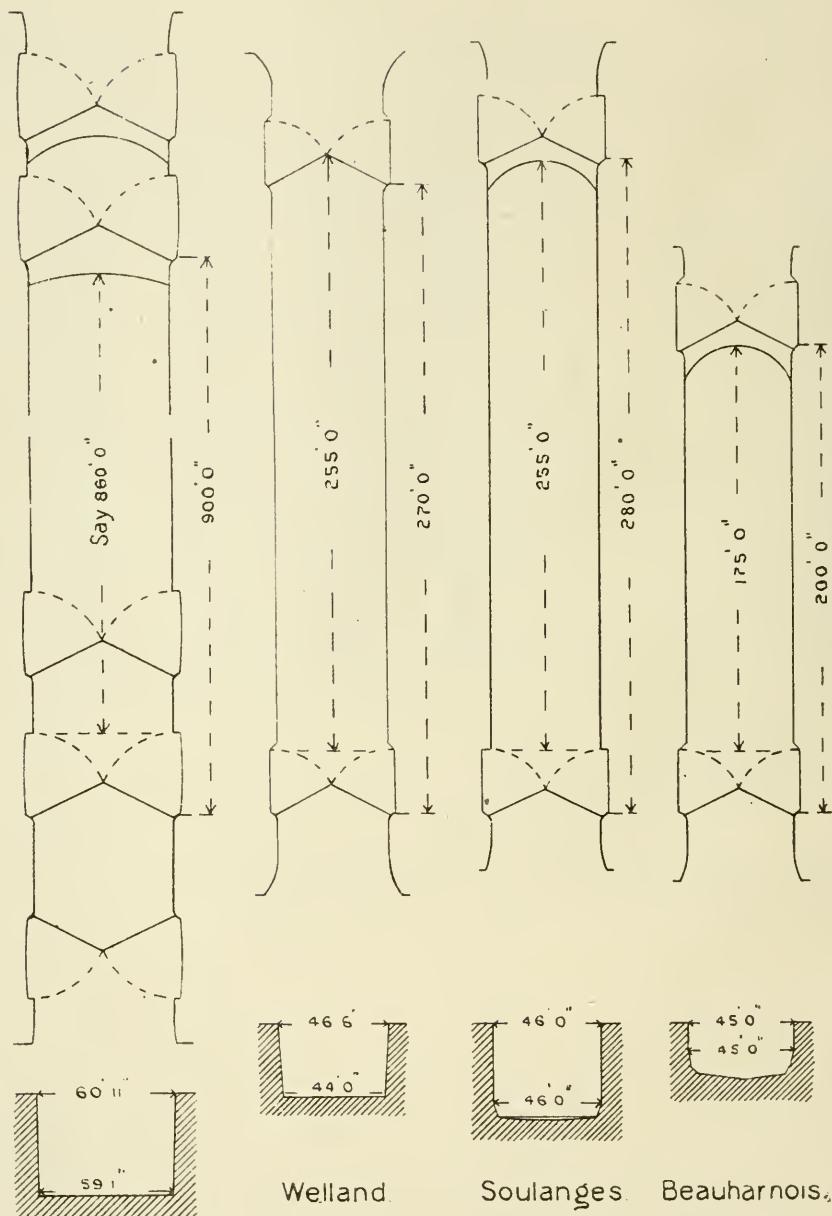
Year.	Miles in operation.	Working ex- penses.		Gross earnings.		Loss.		Tons of freight carried.	No. of passengers carried.
		\$	cts.	\$	cts.	\$	cts.		
1875-76.....	199	214,930	43	118,060	96	96,869	47	28,358	93,964
1876-77.....	199	228,595	25	130,664	92	97,930	33	41,039	93,478
1877-78.....	199	221,599	49	135,899	60	85,699	89	38,668	111,428
1878-79.....	199	223,313	12	125,855	99	97,457	21	38,923	105,046
1879-80.....	199	164,640	55	113,851	11	50,789	44	37,208	90,533
1880-81.....	199	203,122	88	131,131	43	71,991	45	45,336	102,937
1881-82.....	199	228,259	97	137,267	54	90,922	43	48,315	118,436
1882-83.....	199	252,808	41	146,170	42	106,637	99	51,920	117,162
1883-84.....	199	236,428	13	144,504	12	91,924	01	51,841	118,988
1884-85.....	211	211,207	01	158,588	06	52,618	95	57,346	130,423
1885-86.....	211	216,744	34	155,584	36	61,159	98	57,913	120,374
1886-87.....	211	204,237	37	155,303	37	48,934	00	63,589	103,067
1887-88.....	211	229,639	95	158,365	62	71,276	33	59,603	131,246
1888-89.....	211	247,559	44	171,369	56	76,189	89	55,682	152,780
1889-90.....	211	266,485	82	160,971	78	105,514	07	51,604	133,099
1890-91.....	211	257,990	08	174,258	05	83,732	03	59,511	145,508
1891-92.....	211	289,706	38	157,442	69	132,263	69	51,005	139,389
1892-93.....	211	226,422	17	162,690	42	63,731	75	56,718	132,111
1893-94.....	211	226,891	06	158,533	83	68,857	23	53,577	123,727
1894-95.....	211	232,105	19	149,654	71	83,250	41	48,325	125,089
1895-96.....	211	225,138	56	146,476	54	78,662	02	46,395	122,586
1896-97.....	211	240,489	90	153,443	13	87,946	77	52,151	121,498
1897-98.....	211	231,418	74	158,950	61	72,468	13	57,539	126,510
1898-99.....	211	218,053	01	165,021	03	53,040	98	57,968	129,667
1899-1900.....	211	220,931	81	174,738	73	46,193	08	62,227	147,471
1900-01.....	211	261,766	24	193,833	48	67,883	76	73,696	157,793
1901-02.....	210	270,159	97	197,999	97	72,160	00	75,381	184,748
1902-03.....	209	259,637	82	217,714	24	41,923	58	80,582	203,265

Steel rails (50 and 56 lbs. to yard).....	Miles. 205
Iron rails (40 lbs. to yard).....	4
Total length of road.....	209

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.

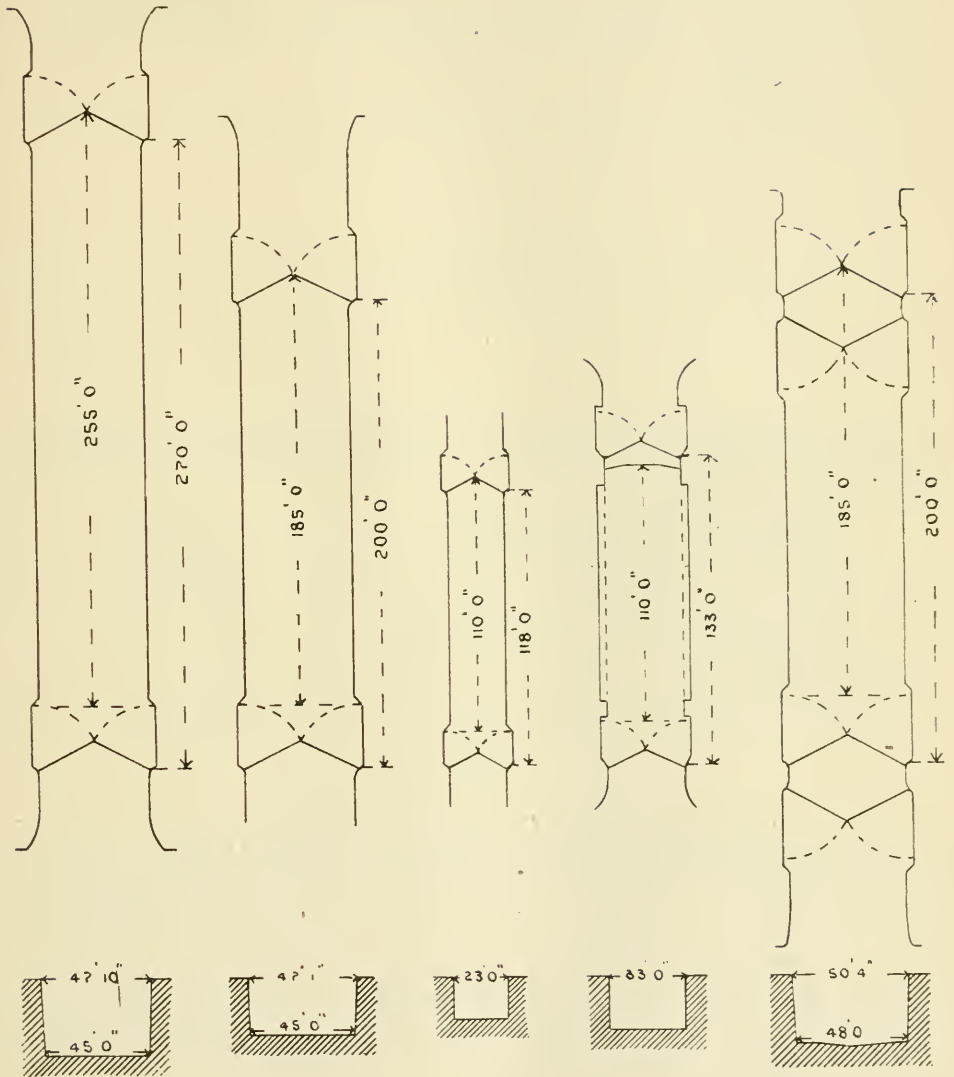


Sault Ste. Marie.

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, the contract for which has recently been awarded to Mr. Prefontaine.

Total expenditure up to June 30, 1902.....	\$3,489,714 22
Expended during the year ended June 30, 1903.....	248,929 10
	<hr/>
Total expenditure up to June 30, 1903.....	\$3,738,643 32
Expended from June 30, 1903, to October 1, 1903....	487 97
	<hr/>
Total expenditure up to October 1, 1903.....	\$3,739,131 29
	<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 315 feet, has been completed. 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. Preparations have been made for inviting tenders for these works. A series of soundings have been taken over the whole of the upper entrance, and plans and specifications have been prepared both of this field of soundings and of the extension of the south lower entrance pier. It is proposed to continue this work next year by lengthening the south pier at the upper entrance by 800 feet, and deepening and widening the entire upper entrance. The probable addition to this appropriation for the current year will be \$170,000.

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Total expenditure up to June 30, 1902.....	\$4,215,521 33
Expended from June 30, 1902, to June 30, 1903....	65,933 43
<hr/>	
Total expenditure up to June 30, 1903.....	4,281,464 76
Expenditure from June 30, 1903, to October 1, 1903..	220 00
<hr/>	
Total expenditure up to October 1, 1903.....	\$4,281,684 76

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 3'83 miles in length. Messrs. Corry & Laverdure were 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 and is about completed, but will not be operated until the opening of navigation next spring.

Section 1 of the Peterboro-Lakefield Division is 5'78 miles in length. Messrs. Brown, Love & Aylmer are the contractors. The works are completed. 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 10½ 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.

Section 2 of the Balsam-Simcoe division. Messrs. Larkin & Sangster are the contractors for this section, which is about 7½ miles long, except for the construction of an hydraulic lift lock. The work is practically completed, with the exception of the hydraulic lift-lock, for the construction of which tenders have not yet been invited.

Section 3 of the Balsam-Simcoe division. Messrs. Brown & Aylmer are the contractors. The section is about 5½ miles in length, and extends to Lake Simcoe. The work of constructing the piers and abutments of the several bridges is completed; the concrete work of the locks and dams is well advanced (two locks and one dam; others are well under way.) The work remaining to be done in forming the prism of the canal is almost entirely confined to the first 1¼ miles from the upper entrance, where a dredge is at work dredging out the prism of the canal from Lake Simcoe. She has reached to within about 300 feet of the Grand Trunk Railway bridge over the canal.

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To complete this canal there remains yet to be placed under contract the sections from Trenton to Frankfort, 9 miles, from Percy Landing to Heeley's Falls, 14½ miles, and from Lake Simcoe to Georgian bay, 14 miles.

The length of the Balsam-Simcoe division is about 18¾ miles. The following is a statement of the expenditure made on the construction of this canal from its commencement up to October 1, 1903:—

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, 1903....	973,026 19
	<hr/>
Total expenditure up to June 30, 1903....	\$4,135,353 56
Expended from June 30, 1903, to October 1, 1903....	82,298 59
	<hr/>
Total expenditure up to October 1, 1903....	<u><u>\$4,217,652 15</u></u>

ENLARGEMENT.

LACHINE CANAL.

This canal extends from Montreal to Lachine, a distance of 8½ miles. The mitre sills of the locks have 14 feet of water upon them, the stone lining of the prism of the canal is progressing slowly, and much remains yet to be done to complete the 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 by the government dredge to a depth of 20 feet below low water, so that large vessels can enter the several basins. This work cannot be completed until the wall on the south side of the basin is completed; it will certainly take two seasons yet to finish it. The machinery for operating the lock gates, valves, and bridges by electricity is not yet in complete working condition, but it is expected it will be by the opening of navigation next spring.

The total expenditure up to June 30, 1902, is.....	\$8,533,204 35
Expended from June 30, 1902, to June 30, 1903....	58,426 92
	<hr/>
Total expenditure on enlargement up to June 30, 1903..	\$8,501,631 27
Expended from June 30, 1903, to October 1, 1903....	1,788 56
	<hr/>
Total expenditure on enlargement up to Oct. 1, 1903..	<u><u>\$8,593,419 83</u></u>

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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 completion of the building of a protection wall and wharf at Cornwall which is under contract with Mr. J. J. Fallon, and is almost finished, there remaining only a small quantity of work on the wharf to be done as soon as the working season opens in the spring, and the enlarging of the regulating weir at Lock 17. The machinery for operating the lock weirs, valves, and bridges, and for moving vessels through the locks by electricity, are all in position, and are worked by electrical power with most satisfactory results. The motors for the workshops are delivered, but not yet set up. The object of the enlargement of the regulating weir at Lock No. 17, is 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, 1902..	\$4,939,840	43
Expended from June 30, 1902, to June 30, 1903.....	77,833	81
<hr/>		
Total expenditure on enlargement up to June 30, 1903..	\$5,017,674	24
Expended from June 30, 1903, to October 1, 1903.....	41,411	86
<hr/>		
Total expenditure on enlargement up to Oct. 1, 1903...	\$5,059,086	10
<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 Company, is completed. There remains a small balance due the contractors.

Total expenditure on enlargement up to June 30, 1902..	\$ 840,014	66
Expended from June 30, 1902, to June 30, 1903.....	10,266	92
<hr/>		
Total expenditure on enlargement up to June 30, 1903..	\$ 850,281	58
Expended from June 30, 1903, to October 1, 1903.....	1,136	90
<hr/>		
Total expenditure on enlargement up to Oct. 1, 1903..	\$ 851,418	48
<hr/>		

RAPIDE PLAT CANAL.

This canal extends from Morrisburg westward $3\frac{2}{3}$ miles. The works of enlargement, with the exception of the work connected with 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 their contract during the present year.

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Total expenditure on enlargement up to June 30, 1902..	\$2,104,119 50
Expenditure from June 30, 1902, to June 30, 1903....	18,483 34
	<hr/>
Total expenditure on enlargement up to June 30, 1903..	\$2,122,602 84
Expended from June 30, 1903, to October 1, 1903.....	3,502 61
	<hr/>
Total expenditure on enlargement up to Oct. 1, 1903..	<u>\$2,126,105 45</u>

GALOPS CANAL.

Iroquois Section.—The enlargement of this section of the canal is completed, but the final estimate is not yet completed; there remains a considerable sum owing the contractors.

Cardinal Section.—The work of enlargement of this section, which was a heavy piece of work, will be completed this season. It is a very creditable piece of work and has a neat appearance.

Upper Entrance.—The works of enlargement on this section have progressed satisfactorily this season, and will be completed this year.

A wharf is no doubt a necessity for the accommodation of the business of Cardinal, and its construction has been authorized, but the work has not yet been placed under contract.

Total expenditure on enlargement up to June 30, 1902..	\$4,950,695 24
Expended from June 30, 1902, to June 30, 1903.....	320,354 92
	<hr/>
Total expenditure on enlargement up to June 30, 1903..	\$5,271,050 16
Expended from June 30, 1903, to October 1, 1903.....	28,595 60
	<hr/>
Total expended on enlargement up to October 1, 1903..	<u>\$5,299,645 76</u>

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, and which is now completed, doing good service. The works of improvement under contract with this department have not progressed very rapidly, as the contractors have applied their energies largely towards the completion of the breakwater. As a consequence, the improvement works at the entrance to the canal are not as far advanced as might otherwise reasonably have been expected. Greater progress with this work is looked for next season, as the breakwater is completed. When this work is completed it will no doubt be greatly appreciated by those engaged in the business of transportation.

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REMOVAL OF OBSTRUCTIONS.

The obstructions are the pivot piers of bridges in the centre of the canal : these are being removed and new bridges are being erected spanning the entire channel. Mr. Battle was the contractor of the substructure of the 'junction bridge' and of the 'stone bridge,' the Hamilton Bridge Company being the contractors for the superstructure. Both these bridges are completed and are giving great satisfaction to the shipping interests using the canal.

Three other bridges will be similarly treated during the current year.

Expended up to June 30, 1902.....	Nil.
Expended from June 30, 1902, to June 30, 1903.....	\$ 125,116 72
<hr/>	
Total expenditure up to June 30, 1903.....	\$ 125,116 72
Expended from June 30, 1903, to Oct. 1, 1903.....	20,961 63
<hr/>	
Total expenditure up to Oct. 1, 1903.....	\$146,078 35

DEEPENING PORTIONS OF LONG LEVEL.

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

Expended up to June 30, 1903.....	\$85,349 71
Expended from June 30, 1903, to October 1, 1903....	8,660 00
<hr/>	
Total expenditure up to October 1, 1903.....	\$94,009 71

DEEPENING CANAL FROM PORT COLBORNE TO HUMBERSTONE.

This work is all submarine rock excavation under contract with Messrs. Hogan & McDonnell. They have made good progress, and though not completed there is a good deep channel through it, and vessels have no difficulty in navigating that section of the canal.

Expended up to June 30, 1903.....	\$66,411 01
Expended from June 30, 1903, to October 1, 1903.....	Nil.
<hr/>	
Total expenditure up to October 1, 1903.....	\$66,411 01

Total expenditure on the enlargement of this canal up to October 1, 1903, is as follows, including the amounts given for the above-named works :—

Total expenditure on enlargement up to June 30, 1902	\$16,624,513 79
Expended from June 30, 1902, to June 30, 1903.....	315,819 49
<hr/>	
Total expenditure on enlargement to June 30, 1903....	\$16,940,333 28
Expended from June 30, 1903, to October 1, 1903....	80,986 11
<hr/>	
Total expenditure on enlargement up to Oct. 1, 1903.	\$17,021,319 39

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GRENVILLE CANAL.

This canal extends from the town of Grenville towards Carillon, a distance of 5½ miles.

The expenditure on the enlargement of this canal up to October 1, 1903 :—

Total expenditure up to June 30, 1902.....	\$4,119,039 32
Expended from June 30, 1902, to June 30, 1903.....	Nil.
<hr/>	
Total expenditure up to June 30, 1903.	\$4,119,039 32
Expenditure from June 30, 1903, to Oct. 1, 1903....	Nil.
<hr/>	
Total expenditure on enlargement up to Oct. 1, 1903.	\$4,119,039 32

ST. LAWRENCE RIVER AND LAKE IMPROVEMENTS.

LAKE ST. LOUIS.

The channel cut through this lake is two miles long, 300 feet wide, with 17 feet of water at low tide. The channel, since it was formed, has given good satisfaction. Surveys and soundings have been taken over the lake, which are being conducted under the direct charge of Mr. Lordly, and a chart is being prepared.

Expended up to June 30, 1902.	\$280,750 49
Expended from June 30, 1902, to June 30, 1903.	9,508 72
<hr/>	
Total expenditure to June 30, 1903.	\$290,259 21
Expended from June 30, 1903, to Oct. 1, 1903.	2,610 78
<hr/>	
Total expenditure up to Oct. 1, 1903.	\$292,869 99

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.

Total expenditure up to June 30, 1902.	\$70,906 71
Expenditure from June 30, 1902, to June 30, 1903....	5,000 00
<hr/>	
Total expenditure up to June 30, 1903.	\$75,906 71
Expended from June 30, 1903, to Oct. 1, 1903.	Nil.
<hr/>	
Total expenditure up to Oct. 1, 1903.	\$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. Subsequently it was found to be necessary to increase the width to 300 feet. This work has been in progress for several years, but is unfinished. An appropriation of \$75,000 was made last session of Parliament to complete it, for which tenders will be called. 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.	\$878,441 85
Expended from June 30, 1902, to June 30, 1903.	25,000 00
<hr/>	
Total expended to June 30, 1903.	\$903,441 85
Expended from June 30, 1903, to Oct. 1, 1903.	Nil.
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Total expenditure up to Oct. 1, 1903.	\$903,441 85
<hr/>	

NORTH CHANNEL.

This channel is about $2\frac{1}{2}$ 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, owing to unavoidable delay in completing arrangements with the authorities at Washington, the work has not progressed as rapidly as was expected. However, all is now arranged, and the work of constructing the dam is far advanced, and it is anticipated will be completed this year.

Total expenditure up to June 30, 1902.	\$1,168,106 49
Expended from June 30, 1902, to June 30, 1903.	126,833 94
<hr/>	
Total expenditure up to June 30, 1903.	\$1,294,940 43
Expended from June 30, 1903, to Oct. 1, 1903.	550 00
<hr/>	
Total expenditure up to Oct. 1, 1903.	\$1,295,490 43
<hr/>	

ST. LAWRENCE RIVER AND CANALS.

The buoing 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 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 im-

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prove the present deep water channel. I mention this matter in order that it may be kept in view in the future.

Total expenditure up to June 30, 1902.....	\$432,019 75
Expended from June 30, 1902, to June 30, 1903.....	Nil.
Total expended up to June 30, 1903.....	Nil.
Expended from June 30, 1903, to Oct. 1, 1903.....	Nil.
Total expenditure up to Oct. 1, 1903.....	<u>\$432,019 75</u>

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, 1903, 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.	
	§	cts.	§	cts.	§	cts.	§	cts.
Lachine Canal	2,589,532	85	8,591,631	27			11,181,164	12
Lake St. Louis					290,259	21	290,259	21
Soulanges Canal	6,736,970	55					6,736,970	55
Lake St. Francis					75,906	71	75,906	71
Cornwall Canal	1,945,624	73	5,017,674	24			6,963,298	97
Williamsburg Canals:	1,320,655	54	2,486	63				
Farran's Point			850,281	58			9,565,315	22
Rapide Plat			2,122,602	84				
Galops			5,269,288	63				
Galops Rapids					903,441	85		
River Reaches					675,860	76	2,874,243	04
North Channel					1,294,940	43		
Murray Canal	1,247,470	26	500	60			1,247,970	26
Welland Canal	7,693,824	03	16,940,333	28			24,634,157	31
Sault Ste. Marie	4,281,464	76					4,281,464	76
Total	25,815,542	72	38,794,798	47	3,240,408	96	67,850,750	15

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 \$69,487,440.41.

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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 ..	4,135,353 56	.....
Total ..	4,135,353 56	.....

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.....	\$ 352,776 46
Beauharnois canal.....	1,636,690 26
	<hr/>
Total.....	\$2,019,466 72
	<hr/>

MAINTENANCE AND OPERATION.

LACHINE CANAL.

Operation

No interruption occurred to the traffic through this canal during the season of 1902.

Maintenance.

The repairs 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, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs....	\$ 53,054 20
Lachine—To renew masonry wall, basin No. 2	\$4,999 89
“ Dump scows, repairs.. .. .	2,796 59
“ Repairs to old locks, 1 and 2.....	86,329 46
“ To repair government tug No. 2....	3,999 21
“ Repairs to bridges.....	2,365 00
“ Widening pier at Côte St. Paul....	8,100 30
“ Replace cast iron by steel rollers and treads on bridges.....	1,192 98
	<hr/>
	109,783 43
	<hr/>
	\$162,837 63
	<hr/>

SOULANGES CANAL.

Operation.

This canal has been most successfully operated during the season of 1902, the electrical machines for working the lock gates, valves and bridges having proved thoroughly efficient, and no delay in the traffic having occurred.

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Maintenance.

The cost of repairs made during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$10,362 23
Special repairs under the head of income....	Nil.
Total.....	<u>\$10,362 23</u>

CORNWALL CANAL.

Operation.

No interruption has occurred to the traffic through this canal during the season of 1902.

The machinery for operating all the lock gates, valves, weirs and bridges, by electricity, have been operated during the season of navigation of 1903 successfully. 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, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs..\$	19,205 66
Special repairs under the head of income..	Nil.
Total...	<u>\$ 19,205 66</u>

WILLIAMSBURG CANALS.

Operation.

These canals are composed of the Farran's Point, Rapide Plat, and Galops canals. These canals were operated during the season of 1902 without interruption to navigation.

Maintenance.

The cost of repairs during the year ended June 30, 1903, was as follows:—

Ordinary repairs under the head of staff and repairs..\$	20,092 79
Special repairs under the head of income....	Nil.
Total...	<u>\$ 20,092 79</u>

WELLAND CANAL.

Operation.

No interruption occurred to navigation during the season of 1902.

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Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs.... \$ 72,004 59
Special repairs under head of income—

Welland—To improve drainage along feeder.	\$ 1,842 75	
Welland—To execute heavy repairs....	29,986 96	
“ To rebuild Marlatt’s bridge... .	12,577 76	
“ Telephone line.	2,721 36	
“ To rebuild dam and bridge at Dunnville.	33,000 06	
Welland—To build tile sewer at east end, Port Colborne.	4,998 32	
Welland—To build a concrete centre pier and steel swing span for Montrose bridge over Chippawa river..	9,000 00	
		94,127 21
		\$166,131 80

SAULT STE. MARIE CANAL.

Operation.

This canal was operated successfully and without interruption to navigation during season of 1902.

Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs....	\$10,855 70
Special repairs under the head of income	Nil.
Total.	\$10,855 70

CHAMBLY.

Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$ 21,745 65
Special repairs under the head of income—	
Rebuilding culvert at Little Iroquois river.	\$2,260 26
Renewing wharf at Chambly entrance....	6,389 10
To extend and repair wall at head of Ste. Thérèse Island.	328 07
	8,977 43
Total.	\$30,723 08

ST. OURS LOCK AND DAM.

Operation.

There was no interruption to navigation on this canal during the season of 1902.

Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs.....	\$ 1,671 83	
Special repairs under the head of income—		
Rebuilding east abutment of dam...	\$7,582 34	
Rebuilding dam...	1,762 55	
		9,244 89
		<hr/>
Total...		\$10,916 72
		<hr/>

STE. ANNE'S LOCK.

Operation.

No interruption occurred to navigation on this lock during the season of 1902.

Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs... . .	\$4,684 42
Repairing wing dam at head of lock...	1,984 39
	<hr/>
Total...	\$6,668 81
	<hr/>

CARILLON AND GRENVILLE CANAL.

Operation.

This canal was operated without interruption to navigation during the season of 1902.

Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs... . .	\$17,766 28
Special repairs under the head of income—	
Rebuilding guide pier...	9,993 53
Repairing dam at Carillon...	5,998 99
	<hr/>
Total...	\$33,758 80
	<hr/>

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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, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs.	\$10,063 38
Special repairs under the head of income.	Nil.
	<hr/>
Total.	\$10,063 38
	<hr/>

MURRAY CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1902.

Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs.	\$4,627 70
Special repairs under the head of income.	Nil.
	<hr/>
Total.	\$4,627 70
	<hr/>

RIDEAU CANAL.

Operation.

This canal was operated during the season of 1902 without interruption to navigation.

Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs.	\$36,424 23
Special repairs under the head of income—	
Rebuilding bridge at Brasses Point.	\$5,950 00
Rebuilding bridge at upper lock, Kingston Mills	2,290 00
Rebuilding bridge at Beckett's Landing.	4,995 13
	<hr/>
	16,235 13
	<hr/>
Total.	\$52,659 36
	<hr/>

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TRENT CANAL

Operation.

No interruption occurred to navigation during the session of 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 and others.

Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$ 10,791 15
Special repairs under the head of income—	
Toward constructing bridge at Healey's Falls,	\$ 891 57
Rebuilding dam at Peterboro'.	3,108 75
Dredging shoals on Trent and Otonabee	
Rivers.	3,471 02
New lock gates at Bobcaygeon.	1,457 18
Towards building a road between Lindsay	
and Fenelon Falls.	1,308 29
Dredging at mouth of the lock.	3,313 05
Building new hull of dredge.	4,998 72

	18,548 58
Total.	-----
	\$ 29,339 73

ST. PETER'S CANAL.

Operation.

This canal was operated during the season of 1902, without interruption to navigation.

Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

Ordinary repairs under the head of staff and repairs.	\$764 11
---	----------

CULBUTE CANAL.

Damages by flooding.	Nil.
------------------------------	------

SUMMARY.

Cost of maintenance and operation of the canal system	
for the year ended June 30, 1903.	\$ 747,570 93
Net revenue of canals after deducting refunds.	230,213 15

Excess of cost of maintenance and operation over revenue	\$517,357 78

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STATEMENT showing the number of Vessels and the Tonnage which passed through the Canals during the season of 1902.

Name of Canal.	No. of Trips of Vessels.	Tonnage.
Lachine.....	7,866	1,710,256
Soulanges.....	2,419	962,573
Cornwall.....	3,698	745,852
Farran's Point.....	1,493	316,504
Rapide Plat.....	1,541	371,104
*Galops.....	5,688	736,891
Lift Lock, Galops, upper end.....	1,748	365,916
Murray.....	839	251,536
Welland.....	768,460	644,679
Sault Ste. Marie.....	5,017	4,604,156
Ste. Anne's.....	883	105,703
†Carillon.....	43	1,599
Grenville.....	410	42,520
Chambly.....	3,323	296,702
St. Ours.....	419	75,643
Beauharnois.....	179	13,511
Rideau.....	3,372	171,030
Trent.....	2,923	108,417
St. Peter's.....	1,653	114,846

*NOTE.—1,925 trips and 58,350 tonnage were by contractors' tugs.

†In addition to the 43 passages of vessels and 1,599 tonnage, there were lockages of rats, 596 ; tonnage, 63,730.

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

	1902.		1903.	
	Closed.		Opened.	
Lachine.....	Dec. 6	.....	May 1	
Soulanges.....	Nov. 30	.....	" 1	
Cornwall.....	Dec. 11	.....	" 1	
Farran's Point.....	" 10	.....	" 1	
Rapide Plat.....	" 10	.....	" 1	
Galops.....	" 10	.....	" 1	
Murray.....	" 9	.....	April 1	
Welland.....	" 16	.....	" 13	
Sault Ste. Marie.....	" 20	.....	" 2	
Ste. Anne's.....	Nov. 30	.....	" 28	
Carillon and Grenville.....	" 30	.....	" 27	
Chambly.....	" 30	.....	May 1	
St. Ours.....	" 30	.....	April 8	
Beauharnois.....	" 30	.....	May 1	
Rideau.....	" 26	.....	" 1	
	(Kingston).....		" 1	
	Nov. 29	.....	April 28	
	(Ottawa).....		" 2	
Trent.....	Nov. 28	.....	" 2	
St. Peter's.....	Jan. 8	.....	" 15	

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

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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, 1902, and the number of miles of railway built up to July 1, 1903, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to July 1, 1903, 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,	
1903.....	\$24,755,097 51
Number of miles of railway on which cash subsidy per	
mile was paid up to July 1, 1903....	4,637 12
Amount of cash subsidy per mile paid up to October	
1, 1903.....	24,878,617 51
Cash subsidy per annum paid to July 1, 1903.....	2,612,400 00
Number of miles built on each subsidy, per annum to	
July 1, 1903....	252
*Number of miles of railway to which aid in land has	
been authorized....	2,409
*Number of acres of land, the grant of which in aid of	
railways has been authorized....	18,762,368

The foregoing statements do not include the grants in cash and land to the Canadian Pacific Railway, the Canada Central Railway and the Esquimalt & 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
Esquimalt & Nanaimo Railway (mileage, 71)....	750,000
	<hr/>
Total.....	\$27,275,250

For land as follows:—

	Acres.
Canadian Pacific Railway....	25,000,000
Esquimalt & 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

* These items do not include the land grant to the Canadian Pacific Railway Co's. main line, which was 18,206,986 acres.

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months from October 1, 1902. to October 1, 1903. Within the period above named there were fourteen meetings of the railway committee as follows:—

October 28, 1902.	May 21, 1903.
November 7, 1902.	July 23, 1903.
November 11, 1902.	July 30, 1903.
December 19, 1902.	September 12, 1903.
January 6, 1903.	September 22, 1903.
February 3, 1903.	September 29, 1903.
March 4, 1903.	
March 19, 1903.	

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.

CANAL STATISTICS.

These statistics are for the season of 1902; 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, 1902.

Name of Canal.	Tons of freight passed through.	Amount of tolls collected.	No. of trips of vessels passing through.
		\$	
Welland	665,387	98,601 50	1,568
St. Lawrence.....	1,033,133	65,081 11	8,400
Chambly	379,442	22,713 31	3,791
Ottawa	444,682	24,852 37	1,906
Rideau	50,879	3,831 15	2,871
St. Peter's	73,538	3,034 14	1,071
Trent	41,690	1,328 98	2,550
Murray	35,178	1,060 80	830
Sault Ste. Marie.....	4,729,268	Free.	5,044

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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.

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

	Comparative Statement.	
	June 30, 1902. Steam Rail- ways only.	June 30, 1903. Steam Rail- ways only.
	\$	\$
Miles of railway completed (track laid).....	18,868	19,077
" sidings.....	2,829	2,953
" iron rails in main line.....	107	101
" steel.....	18,761	18,976
" " (double track).....	647	695
Capital paid (including the 4 following items).....	1,098,852,206	1,146,550,769
Government (Dominion & Provincial) bonuses paid.....	185,182,371	189,874,202
" " loans paid.....	20,613,214	20,613,214
" (Provincial only) subscriptions to shares paid.....	300,000	300,000
Municipal aid paid.....	16,465,604	16,551,044
Miles in operation.....	18,714	18,988
Gross earnings.....	83,666,503	96,064,527
Working expenses.....	57,343,592	67,481,524
Net earnings.....	26,322,911	28,583,003
Passengers carried.....	20,679,974	22,148,742
Freight carried (tons).....	42,376,527	47,373,417
Train mileage.....	55,729,856	60,382,920
Passengers killed.....	19	53
Number of elevators.....	275	296
" guarded level crossings—public roads.....	205	221
" unguarded level ".....	12,740	12,829
" overhead bridges.....	452	468
" public roads under crossings.....	175	299
" level crossings of other railways.....	344	256
" junction with other railways.....	365	374
" " branch lines.....	224	223
" engines owned.....	2,344	2,488
" " hired.....	100	99
" sleeping and parlour cars owned.....	268	290
" " " hired.....	13	14
" first class cars owned.....	1,117	1,106
" " " hired.....	49	42
" second class and immigrant cars owned.....	562	579
" " " " hired.....	11	11
" baggage, mail and express cars owned.....	657	796
" " " " hired.....	24	22
" refrigerator cars owned.....	786	979
" " " " hired.....	271	242
" cattle and box freight cars owned.....	45,291	49,652
" " " " " hired.....	3,499	3,455
" platform cars owned.....	15,298	17,784
" " " " " hired.....	536	501
" coal and dump cars owned.....	7,500	7,356
" " " " " hired.....	236	283
" conductors' vans owned.....	1,118	1,107
" " " " " hired.....	24	122
" tool cars owned.....	*1,009	*1,070
" " " " " hired.....	5	4
" snow ploughs owned.....	308	308
" " " " " hired.....	5	5
" flangers owned.....	302	345
" " " " " hired.....	2	2
Included in the above there are the following :—		
Number of cars with air-brakes owned.....	54,291	63,788
" " " " " hired.....	3,910	4,348
" cars with automatic couplers owned.....	62,456	71,964
" " " " " hired.....	4,426	4,572

*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, 1902,

	Comparative Statement.	
	June 30, 1902.	June 30, 1903.
Miles of railway completed (track laid).....	558	759
" siding.....	25	32
" iron rails in main line.....	5	7
" steel " ".....	553	752
" " " double track.....	169	185
Capital paid (including the two following items).....	\$41,593,064	\$47,274,853
Government (Dominion) bonuses paid.....	\$60,800	\$156,800
Municipal aid paid.....	\$173,000	\$173,000
Miles in operation.....	557	759
Gross earnings.....	\$6,486,438	\$7,233,677
Working expenses.....	\$3,802,855	\$4,472,858
Net earnings.....	\$2,683,583	\$2,760,819
Passengers carried.....	137,681,402	155,662,812
Freight carried (tons).....	266,182	371,286
Car mileage.....	35,833,841	38,028,529
Passengers killed.....	8	10
Number of guarded level crossings, public roads.....	9	7
" unguarded " ".....	226	307
" overhead bridges " ".....	16	16
" public roads under crossings.....	9	11
" levels crossings of other railways.....	89	89
" junctions with " ".....	37	42
" " branch lines.....	8	13
" power-houses (steam power) owned.....	25	28
" " " hired.....	2	2
" " (water power) owned.....	12	11
" " " hired.....	1	4
" passenger cars (motor) owned.....	1,900	*2,027
" " " hired.....		6
" " (trailers) owned.....	289	290
" " " hired.....	2	
" locomotives owned.....	2	1
" " hired.....		
" baggage, mail and express cars owned.....	13	11
" cattle and box cars owned.....	6	+15
" platform cars owned.....	65	70
" tool cars owned.....	11	16
" snow ploughs owned.....	23	26
" snow sweepers owned.....	63	71

* 3 are official cars. † includes 1 conductor's van.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

*Deputy Minister and Chief Engineer of Railways and Canals.*The Honourable H. R. EMMERSON,
Minister of Railways and Canals.

No. 1

RAILWAYS

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE GENERAL MANAGER,
MONCTON, N.B., November 26, 1903.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended June 30, 1903.

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.
- 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.

On June 22, 1903, the Rivière Ouelle Branch, six and one quarter miles in length, extending from Rivière Ouelle station to St. Denis wharf on the south shore of the River St. Lawrence was opened for traffic.

This branch was provided for the purpose of making communication more regular, more frequent, more rapid and more comfortable between Murray Bay and the other summer resorts and settlements in its neighbourhood on the north shore of the St. Lawrence river, and the railway systems of Canada and the United States. The operation of this branch in conjunction with a steam ferry boat subsidized by the government has accomplished this purpose during the present season of navigation.

CAPITAL ACCOUNT.

The total cost of road and equipment on June 30, 1902, was \$68,310,619.55.

The additions during the year were as follows.—

To increase accommodation at Halifax.....	\$ 75,040 56
Towards double tracking between Windsor Junction and Halifax.....	11,918 92
Improvements at Rockingham.....	3,393 70
Increased accommodation at Stellarton.....	29,887 25

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Towards improving ferry service at Strait of Canso....\$	16,606	05
Improvements at Point Tupper.....	29,520	27
To increase accommodation at Sydney.....	40,609	42
Improvements at North Sydney.....	29,293	23
Increased accommodation at Pictou.....	12,155	10
Addition to erecting shop at Moncton.....	11,555	36
To extend freight car repair shop, Moncton.....	17,924	64
To increase accommodation at Moncton.....	105,372	47
Increased accommodation at St. John.....	94,491	13
Station and freight house at Eel river.....	1,832	15
Yard for freight business at Rivière du Loup.....	25,774	72
Engine house, &c., Rivière du Loup.....	960	34
To increase accommodation at Lévis.....	55,922	76
Engine house, &c., at Chaudière Junction.....	29,465	75
Station at Nicolet.....	2,653	38
Building a spur line of railway from Rivière Ouelle station to the wharf on the St. Lawrence.....	72,970	05
Original construction.....	1,085	18
Sea-walls.....	4,999	82
To strengthen bridges.....	149,744	15
New superstructure for 6 spans Miramichi bridge....	98,392	94
New superstructure for North-west, Miramichi bridge..	120,028	45
New superstructure for Restigouche bridge.....	43,668	34
Steel rails and fastenings.....	597,590	11
Additional sidings along line.....	41,638	04
Additional siding room and increased accommodation and facilities along line.....	121,452	53
New machinery for locomotive and car shops.....	9,280	24
Rolling stock.....	254,694	38
To change car couplers of passenger cars.....	973	00
To equip passenger cars with vestibules.....	7,993	12
To equip ten passenger cars with Pintsch gas apparatus.	7,062	89
To change air-brakes of passenger cars to quick action brakes and apply air signals.....	1,284	66
To change brakes of locomotives to quick action brakes and apply air signals.....	4,400	45
Air brakes to freight cars.....	19,925	80
To exchange draw-bars of freight cars.....	60,000	00
Eastern Extension Railway of Nova Scotia, one half arbitrators' and stenographers' fees.....	3,952	62
Eastern Extension Railway of New Brunswick, balance of interest on award of arbitrators.....	1,230	87
	<hr/>	
	\$2,216,744	88
	<hr/>	
Making the total cost on June 30, 1903.....	\$70,527,364	43
	<hr/>	

Towards improving the ferry service at the Strait of Canso.

This expenditure was for dredging, for building protecting houses, over the machinery of the bridges, and for providing and fitting on board the ss. *Scotia* additional capstans, water tanks, heating apparatus, &c.

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New machinery for locomotive and car shops.

This is for additional machinery for the construction and repair of locomotives and cars.

Rolling stock.

Ten consolidation locomotives for freight service were purchased, also ninety-three box freight cars, each of 80,000 lb. capacity.

To change the car couplers of passenger cars.

This work has been in progress for several years, in order to make our rolling stock conform to that of other Canadian and American railways. Forty-four cars were changed.

To equip passenger cars with vestibules.

Six passenger cars were fitted with vestibules of the wide pattern.

To equip ten passenger cars with Pintsch gas apparatus.

Eight cars were equipped during the year.

To change the air brakes of passenger cars to quick action brakes, and to apply air signals.

The change of brakes was made on seventy-eight cars, and air signals were applied to fifty-five cars.

To change the air brakes of locomotives to quick action brakes and apply air signals.

Forty-nine locomotives were equipped with air signals.

Air brakes to freight cars.

Two hundred and five cars were equipped during the year with the Westinghouse automatic quick action air brake.

To exchange draw bars of freight cars.

Seven hundred and fifty-eight cars were changed from the link and pin draw bar to the M.C.B. coupler.

The explanations in regard to the other expenditures on capital account 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.....	\$6,324,323 72
Working expenses.....	6,196,653 19
Net earnings.....	\$ 127,670 53

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

In 1902-3.....	\$6,324,323 72
In 1901-2.....	5,671,385 91
Increase.....	\$ 652,937 81

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The earnings from passenger traffic compare as follows:—

In 1902-3.	\$1,927,916 97
In 1901-2.	1,770,941 13
	<hr/>
Increase.	\$ 156,975 84

The earnings from freight traffic compare as follows:—

In 1902-3.	\$1,128,255 00
In 1901-2.	3,644,513 42
	<hr/>
Increase.	\$ 483,741 58

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

In 1902-3.	\$ 268,151 75
In 1901-2.	255,931 36
	<hr/>
Increase.	\$ 12,220 39

The earnings by mile of railway compare as follows:—

In 1902-3.	\$ 4,810 56
In 1901-2.	4,313 92
	<hr/>
Increase.	\$ 496 64

The earnings by train mile compare as follows:—

	Cents.
In 1902-3.	99·66
In 1901-02.	93·46
	<hr/>

The number of passengers carried compares as follows:—

In 1902-3.	2,404,230
In 1901-2.	2,186,226
	<hr/>
Increase.	218,004

Of this increase 193,817 were local passengers, and 24,187 were through passengers.
The weight of freight carried compares as follows:—

	Tons.
In 1902-3.	2,790,737
In 1901-02.	2,385,816
	<hr/>
Increase.	404,921

The increase in local freight was 325,442 tons, and in through freight, 79,479 tons.

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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.	1901-02.	1902-03.	Increase.	Decrease.
Barrels of flour and meal.....	1,314,707	1,521,540	209,833	
Bushels of grain.....	2,959,761	3,392,252	432,491	
Lumber in superficial feet.....	428,051,029	459,231,589	31,180,560	
Head of live stock.....	98,495	127,060	28,565	
Coal in tons.....	571,214	750,076	178,862	
Manufactured goods in tons.....	531,180	590,526	59,346	
Cords of firewood.....	60,892	55,002		5,890
All other articles in tons.....	418,729	493,225	74,496	

There was an increase over last year in the quantity of the following articles carried:—Flour, meal and other mill products, grain, potatoes and other vegetables, butter and cheese, horned cattle, sheep, and lambs, calves, lumber, logs, tanbark, shingles, coal, stone, brick, lime and cement, sand, iron and other metals, salted fish, dried fish, cysters and clams, sugar, molasses, salted and fresh pork, fresh beef and leather.

There was a decrease in the quantity of the following:—Eggs, hay and straw, fresh fish, canned fish, salt beef, hides and skins, horses, hogs, ship timber, telegraph poles, railway ties, firewood, clapboards, laths and palings, extract of hemlock bark.

WORKING EXPENSES.

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

In 1902-3.....	\$6,056,653 19
In 1901-2.....	5,434,563 30
Increase.....	\$ 622,089 89

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

Per mile run by engines—

In 1902-3.....	Cents. 75'52
In 1901-2.....	71.17

Per mile run by trains—

In 1902-3.....	95'45
In 1901-2.....	89'56

Working expenses per mile of railway—

In 1902-3.....	\$4,606 97
In 1901-2.....	4,133 78

The rent paid to the Grand Trunk Railway Company, \$140,000, 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 previous to the year 1898-99.

3-4 EDWARD VII., A. 1904

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 648,694. One hundred and forty-six sets of switch ties were also renewed.

Sixty-four miles of track were rebalasted, 96,231 cubic yards of ballast being used.

Bridges, culverts, wharfs and buildings received necessary repairs. The fences were repaired, and 101 miles of fences were built.

The snow sheds and snow fences were repaired.

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

Two large locomotives were purchased, and one was built in the railway shops at Moncton to replace an equal number of smaller ones taken out of service.

One first-class passenger car, two conductors' vans, twenty-one stock cars, 277 platform cars, two coal cars and three snow ploughs were built to replace an equal number taken out of service. These freight cars were of much greater capacity than the ones they replaced.

STORES.

The value of stores purchased was.	\$2,563,090 36
The value of stores used was.	3,570,369 07
The value of material sold was.	311,148 73

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

Miscellaneous.	\$376,665 63
Fuel.	163,679 90
Track materials.	269,131 08
Iron and steel rails.	108,465 12
Total.	\$917,941 73

GENERAL.

In the month of May, 1903, forest fires destroyed all the railway buildings at Moosepark, Forestdale and Aston Junction stations, and also some freight and a number of freight cars.

Freshets washed out small portions of the track during the year : near West Bay Road Station, August 16, 1902; near West River Bridge, Pictou, 5th December, 1902, length about 1,200 feet: near Sutherland's River Bridge on December 8, 1902, length about 1,000 feet; west of Folley Station on December 17, 1902, length about 25 feet.

The damage in these cases was not great, and was 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

No. 1.—INTERCOLONIAL RAILWAY.
CAPITAL ACCOUNT, Year ended June 30, 1903.

	1902, June 30,	1903, June 30,	By Dominion of Canada,	1902, June 30,	% cts., 68,310,619 55
To cost of Intercolonial Railway to date	597,590 11	68,310,619 55		68,310,619 55	
To expenditure for current year—	40,669 42				
Steel rails and fastenings	1,085 18				
To increase accommodation at Sydney	149,744 15				
Original construction	55,922 76				
To strengthen bridges	41,638 01				
To increase accommodation at Lévis	19,925 80				
Additional sidings along line	973 00				
Air brakes to freight cars	60,000 00				
To change car couplers on passenger cars	9,280 24				
To exchange drawbars of freight cars	7,062 89				
New machinery for locomotive and car shops	98,392 94				
To equip 10 passenger cars with Pufsch gas apparatus	254,694 38				
New superstructure for six spans, Miramichi bridge	4,999 82				
Rolling stock	29,887 25				
Sea walls	13,668 34				
Increased accommodation at St-Liartion	120,028 45				
New superstructure for Restigouche bridge	11,918 92				
New superstructure for north-west Miramichi bridge	29,520 28				
Towards double tracking between Windsor Jet. and Halifax	25,774 72				
Improvements at Point Tupper	1,284 66				
Yard for freight business at Rivière du Loup	4,400 45				
To change air brakes of passenger cars to quick-action brakes	11,555 36				
and apply air signals	17,924 64				
To change air brakes of locomotives to quick-action brakes	960 34				
and apply air signals	29,465 75				
Addition to erecting shop at Moncton	94,491 13				
To extend freight car repair shop at Moncton	75,040 56				
Engine house, machine shop, stores office at Rivière du Loup	121,452 53				
Engine house, &c., at Claudière Junction	12,155 10				
To increase accommodation at St. John	2,653 38				
To increase accommodation at Halifax	1,832 15				
Additional siding room and increased accommodation and facilities along the line	29,293 23				
Increased accommodation at Pictou	72,970 05				
Station at Nicolet	105,372 47				
Station and freight house at Eel River					
Improvements at North Sydney					
Building a spur line of railway from I.C.R. station at Rivière Ouelle to the wharf on the St. Lawrence					
To increase accommodation at Moncton					

No. 1.—INTERCOLONIAL RAILWAY—Concluded.
 CAPITAL ACCOUNT, Year ended June 30, 1903—Concluded.

1903. June 30.	\$	cts.	\$	cts.	%	cts.
Improvements at Rockingham	3,393	70				
Towards improving ferry service at Strait of Canso	16,606	08				
To equip passenger cars with vestibules	7,993	12				
Eastern Extension Ry. of N.B.	1,230	87				
Eastern Extension Ry. of N.S.	3,932	62				
			2,216,744	88		2,216,744 88
			70,527,364	43		70,527,364 43
						By Dominion of Canada

E. & O. E.,
 MONCTON, N.B., June 30, 1903.

T. WILLIAMS,
 Chief Accountant and Treasurer.

SESSIONAL PAPER No. 20

No. 2.—INTERCOLONIAL RAILWAY.

REVENUE ACCOUNT, year ended June 30, 1903.

Previous Year	Expenditure	Year ended June 30, 1903	Previous Year	Earnings	Year ended June 30, 1903
§ cts.		§ cts.	§ cts.		§ cts.
2,030,928 40	Locomotive power, Abst. No. 1.	2,176,160 76	1,770,941 13	Passenger traffic..	1,927,916 97
1,119,461 86	Car expenses, " 2.	1,338,857 68	3,644,513 42	Freight traffic....	4,128,255 00
1,155,891 66	Main. way and works, " 3.	1,386,350 29	255,931 26	Mails and sundries	268,151 75
699,797 82	Station expenses, " 4.	789,346 84			
445,227 50	General charges, " 5.	477,373 77			
5,451,307 24		6,168,089 34			
16,743 94	Car mileage	111,436 15			
5,434,563 30		6,056,653 19			6,324,323 72
140,000 00		140,000 00			
5,574,563 30		6,196,653 19	5,671,385 91		
96,822 61	Balance	127,670 53			
5,671,385 91		6,324,323.72	5,671.385 91		6,324,323 72

E. and O. E.,
MONCTON, N.B., June 30, 1903T. WILLIAMS,
Chief Acct. and Treasurer.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER, Abstract No. 1.

Previous Year		Year ended June 30, 1903
§ cts.		§ cts.
22,144 35	Mechanical superintendent's salary, clerks, office and travelling expenses....	17,061 86
486,976 72	Wages of drivers, firemen and cleaners	513,160 91
1,044,047 42	Fuel	1,111,725 32
27,150 23	Oil, tallow and waste and small stores	29,881 77
374,699 59	Repairs to engines, tenders and engine tools	407,861 03
40,166 27	Water, including pump and tank repairs	44,149 60
35,743 82	Miscellaneous	52,320 27
2 030,928 40		2,176,160 76

E. and O. E.,
MONCTON, N.B., June 30, 1903.T. WILLIAMS,
Chief Acct. and Treasurer.

3-4 EDWARD VII., A. 1904

No. 4.—INTERCOLONIAL RAILWAY.

CAR EXPENSES, Abstract No. 2.

Previous Year		Year ended June 30, 1903.
\$ cts.		\$ cts.
117,332 16	Repairs to passenger cars	152,672 78
31,193 78	Repairs to postal, express and baggage cars	33,002 79
304,035 58	Repairs to freight cars and vans	412,612 08
7,510 87	Repairs to snow plows and flangers	13,250 37
472,227 27	Wages of conductors, train baggage masters and brakemen	497,753 65
6,992 33	Oil and waste for packing	9,211 14
125,851 51	Small stores and fuel.....	151,411 46
54,318 36	Miscellaneous	68,943 41
1,119,461 86		1,338,857 68

E. and O. E.,
MONCTON, N.B., June 30, 1903.

T. WILLIAMS,
Chief Acct. and Treasurer.

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAY AND WORKS, Abstract No. 3.

Previous Year.		Year ended June 30, 1903.
\$ cts.		\$ cts.
6,847 94	Chief and assistant engineers' salaries, clerks, office and travelling expenses.	6,796 26
491,693 27	Wages in repairing roadways, fences, semaphores, including new sidings laid in.....	591,742 85
69,441 83	Rails and fastenings, including new sidings laid in.....	185,746 44
192,566 46	Ties.....	193,333 92
180,911 48	Timber, lumber, &c., for repairs to bridges, cattle-guards, snow sheds, fences, &c.....	179,557 07
12,075 32	Repairs to wharves	17,967 55
100,122 38	Repairs to buildings and platforms, including extensions and additions to same.....	97,894 01
17,612 25	Repairs to tools.....	19,985 12
80,982 47	Clearing snow and ice.....	89,480 70
3,638 26	Miscellaneous.....	3,846 37
1,155,891 66		1,386,350 29

E. and O. E.,
MONCTON, N.B., June 30, 1903.

T. WILLIAMS,
Chief Acct. and Treasurer.

SESSIONAL PAPER No. 20

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES, Abstract No. 4.

Previous Year.		Year ended June 30, 1903.
§ cts.		§ cts.
567,462 64	Salaries and wages of station-masters, agents, clerks, telegraph operators, station baggage-masters, yard-masters, switchmen and labourers.....	644,939 90
132,335 18	Fuel, oil and light, stationery, tickets and other incidental expenses.....	144,406 94
699,797 82		789,346 84

E. and O. E.,
MONCTON, N.B., June 30, 1903.

T. WILLIAMS,
Chief Acct. and Treasurer.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES, Abstract No. 5.

Previous Year.		Year ended June 30, 1903.
§ cts.		§ cts.
187,007 50	General manager, general superintendent, traffic manager, district superintendents, train dispatchers, general freight agent, general passenger agents' salaries, clerks, office and travelling expenses.....	197,442 67
46,205 79	Chief accountant and treasurer, traffic auditor, paymaster, cashiers' salaries, clerks, office and travelling expenses.....	50,091 96
28,391 04	Damage to men, animals and goods.....	24,075 20
67,409 28	Ferry service.....	69,624 15
3,495 14	Telegraph expenses, not including pay to operators.....	2,883 80
50,338 04	Miscellaneous, printing, advertising, &c.....	64,978 03
62,380 71	Agency expenses.....	67,761 29
445,227 50		476,857 10
.....	To pay Ida E. Robertson and Mary E. Thompson.....	516 67
445,227 50		477,373 77

E. and O. E.,
MONCTON, N.B., June 30, 1903.

T. WILLIAMS,
Chief Acct. and Treasurer.

No. 8.—INTERCOLONIAL RAILWAY.

SPECIAL VOTES, Abstract No. 6.

Previous Year.	Rental of Leased Lines.	Year ended June 30, 1903.
§ cts.		§ cts.
140,000 00	Rent of Grand Trunk Railway—Chaudière Curve to Chaudière and Ste. Rosalie to Montreal, including Victoria Bridge and terminals at Montreal.....	140,000 00

E. and O. E.,
MONCTON, N.B., June 30, 1903.

T. WILLIAMS,
Chief Acct. and Treasurer.

No. 9.—INTERCOLONIAL RAILWAY.

GENERAL STORES ACCOUNT—Year ended June 30, 1903.

Cr.

Dr.

		1902.		1903.		1903.		Cr.	
		\$	cts.	\$	cts.	\$	cts.	%	cts.
June 30	To Balance.....			1,535,377	20				
1903.									
June 30	To Purchases during year.....		2,563,090		36				3,570,369
	Changes from other departments.....		549,482		02				83,949
	Labour, &c.....		135,115		73				277,199
	Staff pay rolls.....		16,394		22				22
				3,264,082	33				
									3,881,517
									80
	By Balance—								
	Ordinary stores, including fuel.....								782,685
	Iron and steel rails and fastenings.....								133,246
									62
									917,941
									73
				4,799,459	53				4,799,459
									53

E. & O. E.
MONCTON, N. B., June 30, 1903.

T. WILLIAMS,
Chief Accountant and Treasurer.

SESSIONAL PAPER No. 20

No. 10.—INTERCOLONIAL RAILWAY.
GENERAL BALANCE, Year ended June 30, 1904.

To	Dr	\$	cts.	Cr.	\$	cts.
To Cash		356	89		1,560	158 32
Stations		297	156 37		3,749	02
Rents		6,174	21			0 07
General Stores—					13,268	48
Ordinary stores, including fuel	\$	782,635	11		378	41
Iron and steel rails and fastenings		135,246	62		194	44
Dept. Accounts—					1,190	18
Militia and Defence		3,320	34		46	07
Agriculture		7,377	18		151	97
Post Office		107	48		1,580	46
Canada Pacific Ry.—rolling stock						
Canada Eastern Ry.—traffic		5,891	09			
" " general		8,978	67			
Canadian Pacific Ry.—general		13,702	54			
" " (N.B. Div.)—general		3,324	76			
Grand Trunk Ry.—general		4,985	19			
" " traffic		10,553	53			
Quebec Central Ry.—general		15,805	35			
Western Counties Ry.—general		15,805	35			
" " traffic		64	57			
Transportation ledger						
Unclaimed freight						
Dept. Rys. and Canals (stores account)						
Caraquet Ry.		15,957	92			
Dominion Atlantic Ry		18,934	43			
Atlantic and Lake Superior Ry		899	10			
Boston and Maine Ry		231	00			
N. B. and P. E. Island Ry		4,281	70			
Buctouche and Moncton Ry.		842	91			
Tobique Valley Ry		5,940	84			
Kent Northern Ry		59	13			
Imperial Park Line		1,064	94			
Restigouche and Western Ry.		169	79			
National Despatch Line		2,739	25			
Tennessee Ry		5,759	49			
Prince Edward Island Ry		11	14			
Pennsylvania Ry		6	98			
Inverness and Richmond Ry.		19	44			
		1,536	35			
		90,436	24			
		10	39			
		12,292	24			
By Dominion of Canada						
Suspense						
Chatham Ry.						
Canadian Pacific Ry.—traffic						
Fraserville Foundry						
Quebec Construction Co.						
The Elmsdale Co.						
Salisbury and Harvey Ry.						
Charlottetown Steam Navigation Co.						
Individual accounts						
		11,005	00			
		22,446	90			
		14,869	76			
		19,027	30			
		15,538	72			
		3,067	29			
		15,957	92			
		18,934	43			
		899	10			
		231	00			
		4,281	70			
		842	91			
		5,940	84			
		59	13			
		1,064	94			
		169	79			
		2,739	25			
		5,759	49			
		11	14			
		6	98			
		19	44			
		1,536	35			
		90,436	24			
		10	39			
		12,292	24			
					1,581,317	42

3-4 EDWARD VII., A. 1904

No. 10.—INTERCOLONIAL RAILWAY—Continued.
 GENERAL BALANCE, Year ended June 30, 1903—Continued.

Dir.	cts.	Cts.	cts.
Central Vermont Ry.....	16 73		
Grand Trunk Ry.—subsise.....	98 75		
Drummond County Ry.....	7,189 87		
Wabash Ry.....	30 61		
Newfoundland Ry.....	68 15		
Pennsylvania Co.....	9 50		
Maine Central Ry.....	7 13		
Midland Ry. of Nova Scotia.....	750 22		
Quebec Southern Ry.....	24,689 67		
Central Ry. of New Brunswick.....	41,436 62		
New York, N. H. and H. Ry.....	5 68		
Cape Breton Ry. Co.....	1,992 32		
Lako Shore and Mich. S. Ry.....	14 53		
Great Northern Ry. of Canada.....	8 56		
Ballston Terminal Ry.....	386 41		
Delaware and Hudson Ry.....	512 46		
Boston and Albany Ry.....	48 39		
Continental Fruit Express.....	9 50		
F. A. Cutting Car Co.....	1 25		
Michigan Central Ry.....	25 00		
Chicago and North Western Ry.....	19 54		
Canada Atlantic Ry.....	624 75		
Cincinnati, D. and D. Ry.....	2 70		
Indiana, Illinois and I. Ry.....	0 45		
Dairy Shippers Dispatch Line.....	2 82		
Armour Refrigerator Line.....	3 10		
Stuart's Western Stable Car Co.....	45 92		
American Refrigerator Transportation Co.....	5 39		
Lehigh Valley Ry.....	9 53		
Erie Ry.....	5 70		
Union Refrigerator Transportation Co.....	2 31		
Madison Horse and Stock Car Co.....	80 08		
Minn., St. Paul and South Ste. Marie Ry.....	0 36		
Wisconsin Central Ry.....	1 01		
Swift Refrigerator Line.....	1 39		
Baltimore and Ohio Ry.....	2 38		
Chicago and Alton Ry.....	1 92		
Anglo American Refrigerator Line.....	2 21		
National Dispatch—Great Eastern Line.....	47 30		
Vandalia Line.....	1 02		
Cleveland, Cinnc., C. and St. Louis Ry.....	0 95		
Philadelphia and Reading Ry.....	5 69		
Toronto, Hamilton and B. Ry.....	0 35		

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Pere Marquette Ry.	1 66
Illinois Central Ry.	8 11
Chicago, R. I. and P. Ry.	1 63
Missouri Pacific Ry.	12 25
Chicago, New York and P. Refrigerator Line	7 45
Nova Scotia Central Ry.	5 20
Rutland Ry.	5 19
Great Northern Line	9 50
Cincinnati Northern Ry.	0 53
Acheson, Toledo and S. P. Ry.	0 60
New York, Chicago and St. Louis Ry.	0 92
Pittsburg and Lake Erie Ry.	0 31
Quebec and Lake St. John Ry.	3 45
Evansville and Terre Haute Ry.	0 65
Northern and Western Ry.	1 88
Pittsburg, Shawmut and U. Ry.	2 75
Mobile and Ohio Ry.	2 63
Eastman Header Car Co.	0 60
How York Central and H. River Ry.	34 27
Canada Atlantic and Plant Line.	0 71
Canada Northern Ry.	0 96
Southern Ry.	7 25
Sherbrooke Tank Line.	10 15
Merchants Dispatch Transportation Co.	0 60
Buffalo, Rochester and Pittsburg Ry.	0 51
International S. S. Co.	2 69
Union Tank Line.	1 61
Philadelphia, W. and Balt. Ry.	0 67
Edgen and Havelock Ry.	111 45
SS, <i>Admiral</i> .	2,618 94
Can. Ry. and Coal Co.	101 65
Can. Coals and Ry. Co.	152 80
Canadian Express Co.	9,583 86
Acadia Coal Co.	338 53
Intercolonial Coal Co.	1,638 22
Dominion Coal Co.	3,987 25
St. Francois Bridge Co.	49 59
Western Union Telegraph Co.	763 61
Royal Visit.	10,189 80
Don. Iron and Steel Co.	9,295 54
Baldwin Locomotive Works.	181 10
SS, <i>Ferdia</i> .	50 78
SS, <i>Lake Ontario</i> .	17 04
Standard Car Truck Co.	465 20
Nova Scotia Steel and Coal Co.	3,357 40
SS, <i>Scotia</i> .	8,861 99
Edmunds Brick Co.	0 95
Atlantic Grindstone Co.	26 84
Halifax Station, Labour.	1,000 00
Engelmering Contract Co.	518 68

3-4 EDWARD VII., A. 1904

No. 10.—INTERCOLONIAL RAILWAY—*Concluded.*
 GENERAL BALANCE, Year ended June 30, 1903.—*Concluded.*

	%	cts.	cts.
McDonnell Rolling Mills.....	385	56	
Canadian Locomotive and Eng. Co.....	321	90	
Lake Superior Power Co.....	17,658	19	
N. B. Anchor Wire Fence Co.....	26	20	
Micmac Mining Co.....	317	84	
Montagny Light and Pulp Co.....	1,768	46	
Canadian Pacific Telegraph Co.....	26	15	
Red Cross Line.....	3	54	
SS <i>Restigouche</i>	278	87	
Portland Rolling Mills.....	149	79	
Allan S. S. Line.....	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 Parrshoro Ry.....	3,161	99	
Coldbrook Rolling Mills.....	1,967	41	
Halifax and Cape Breton Ry.....	1,151	42	
Uncurrent and failed bank notes.....	82	20	
SS <i>Atala</i>	268	14	
Trois Pistoles station.....	97	37	
Eel River.....	32	61	
Nauwigewauk.....	3	00	
Glenegary.....	5	00	
Bloomfield.....	25	21	
Coal Branch.....	65	84	
Weldford.....	55	00	
Bic.....	22	00	
St. Arsene.....	107	12	
Ste. Luce.....	80	00	
Dalhousie.....	19	69	
Valley.....	6	65	
Iona.....	72	71	
Isle Verte.....	25	00	
Kent Junction.....	28	38	
Gloucester Junction station.....	78	87	
Campbellton (freight).....	25	00	
Derby Junction.....	231	04	

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Ste. Louise	0 66		
Nicolet	3 00		
Rivière du Loup (freight)	136 82		
St. Alexandre	25 90		
Red Pine	20 00		
Rivière du Loup (ticket)	16 00		
Newcastle	102 75		
Nappan	40 00		
Memramcook	7 54		
St. John (freight)	3,036 46		
Amberst (freight)	3 31		
Boisdale	7 80		
Sackville	10 17		
Wentworth	33 24		
Rockingham	27 47		
New Glasgow	633 90		
Nash's Creek	5 00		
Shediac	34 70		
Fareka Mills	13 56		
Halifax (freight)	887 49		
Athol	4 44		
Total	6,090 70		
			1,581,317 42

Total

1,581,317 42

E. & O. E.,

Moncton, N.B., June 30, 1903.

T. WILLIAMS,

Chief Accountant and Treasurer.

3-4 EDWARD VII., A. 1904

INTERCOLONIAL RAILWAY.

INDIVIDUAL ACCOUNTS, Year ended 30th June, 1903.

<i>Dr.</i>	\$ cts.	\$ cts.
Gray & Lawrence Bros Co.		6 75
F. E. Caine.		2,760 70
Rhodes, Curry & Co.		0 70
J. Morris & Co.		22 22
Ryan & McDonnell.		3,736 29
T. A. S. Dewolf & Son.		9 51
M. J. O'Brien.		4 45
M. Beattie & Sons.		1 14
Robt. Reford Co.		7 43
Fraser Bros.		106 88
J. Fisher.		140 00
J. Barnes Construction Co.		502 44
H. A. McKeown.		150 00
J. W. C. McConnell.		50 00
Geo. McDougall & Son.		1,466 00
L. R. Harrison.		1,343 41
Pickford & Black.		134 22
I. U. Pouliot.		352 20
R. A. & J. Stewart.		41 39
J. Richards & Son.		116 24
Wallace Ross.		33 70
T. Cook & Son.		19 80
P. E. Gallant.		173 36
A. Forbes.		82 18
H. J. Cameron.		1,679 07
J. J. McLeod.		644 16
H. M. Hamilton.		316 66
R. Hamilton.		1,131 52
H. Atkinson.		12 80
T. Atkinson.		49 87
		15,095 09
<i>Cr.</i>		
Dubs & Co.	98 63	
N. K. & M. Connolly.	16,424 09	
McLean, Holt & Co.	152 83	16,675 55
		\$1,580 46

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No. 11—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ended 30th June, 1903.

	1902.	1903.
Mileage of railway.....	1,314·67	1,314·67
Engine mileage.....	7,636,113	8,019,320
Train mileage.....	6,067,947	6,345,500
Car mileage.....	74,973,924	80,690,353
Receipts per engine mile..... Cents	73·74	78·86
Receipts per mile of railway..... Dollars	4,313·92	4,810·56
Percentage of passenger earnings to gross earnings.....	31·23	30·48
" freight " ".....	64·26	65·28
" other " ".....	4·51	4·24
Express per engine mile :—		
Drivers, firemen and cleaners' wages..... Cents	6·38	6·40
Fuel..... "	13·67	13·86
Oil, tallow, waste and small stores..... "	·35	·37
Repairs to engines..... "	4·91	5·09
Water and tank repairs..... "	·53	·55
Miscellaneous..... "	·47	·65
Total.....	26·31	26·92
Mechanical superintendent's salary, office and travelling expenses.....	·29	·21
	26·60	27·13
Locomotive power per engine mile..... Cents	26·60	27·13
Car expenses..... "	14·63	16·70
Maintenance way and works per engine mile..... "	15·14	17·29
Station expenses per engine mile..... "	9·16	9·84
General charges..... "	5·83	5·95
	71·39	76·91
Less car mileage..... "	·22	1·39
Total.....	71·17	75·52
Rental of leased lines.....	1·83	1·75
Total per engine mile.....	73·00	77·27
Locomotive power per train mile..... Cents	73·47	34·29
Car expenses..... "	18·45	21·10
Maintenance way and works per train mile..... "	19·04	21·85
Station expenses per train mile..... "	11·53	12·44
General charges..... "	7·34	7·52
	89·83	97·20
Less car mileage..... "	·27	1·75
Total.....	89·56	95·45
Rental of leased lines.....	2·31	2·20
Total per train mile.....	91·87	97·65
Working expenses per mile of railway :—		
Ordinary.....	4,133·78	4,606·97
Rental of leased lines.....	106·48	106·49
	\$4,240·26	\$4,713·46

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INTERCOLONIAL RAILWAY.

OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., September 23, 1903.

SIR,—I have the honour to submit the following report on Capital Account expenditures for the fiscal year ending June 30, 1903.

To increase accommodation, Halifax.

Dredging and removing rock at deep water terminus was completed.

The purchase of land originally taken at the elevator site was completed.

With the exception of some small items still outstanding, work under Illsley & Horn's contract in connection with the improvements to North street station was completed.

A new mail room was built at North street station, and the concrete platforms extended at the west end of building, and a drain put in to take drainage from roofs.

An electric baggage elevator was put in the station.

A heating and power plant is being put in end of brick freight shed for heating station building and cars, also supplying power. The foundations for boilers, &c., are in place. Contracts have been let for a steel stack and 300 horse-power boilers for this plant, and preparations are being made for installing same. A sewer has been laid to the city sewer.

The flour shed at North street was converted into a car-cleaning shed; the end wall being taken down and doors put in, and tracks laid inside and outside the building. Additional light was provided by sky-lights being put in roof and windows substituted for doors. Concrete platforms were laid in shed and drainage provided.

Considerable rock was removed from the face of the retaining wall on Campbell Road, and masonry built.

Quarters were prepared for the sleeping car supplies, and a platform built for cleaning carpets, &c.

Two new sidings were put in west of the station, and two at the flour shed. The yard was re-arranged. A new 75-foot turntable was provided, but is not yet erected.

Towards double tracking between Windsor Junction and Halifax.

A contract was let for grading, &c., 2½ miles of line between Richmond and Rockingham; work under this contract is well advanced. A piece of line was built at Lily lake by extending an existing siding.

Improvements at Rockingham.

A new station building was built by contract. Considerable filling was done at the west end of station, and a culvert extended. A new platform was built.

To increase accommodation at Moncton.

A contract was let for an extension of 200 feet x 75 feet to the brick car shop; work on this contract is well advanced.

An extension of 103½ feet x 62½ feet was made to the brick blacksmith shop, and a new plant was installed in same.

A drop pit house was built at erecting shop, and machinery for drop pit put in place.

A contract was awarded for the erection of a coal handling plant purchased last year, and work is well under way.

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A water tube boiler plant, for supplying power to Moncton shops has been purchased, and is now being installed.

A new tin shop was made from part of the old engine house.

Part of the yard was rearranged.

Addition to erecting shop at Moncton.

An addition of 30 feet was made the full length of the building, and nine pits were extended to accommodate large engines.

To extend freight car repair shop at Moncton.

A contract was let for an extension to the freight car shop, 345 feet x 78½ feet.

Work is now under way and is well advanced.

Increased accommodation at St. John.

A quantity of rock was excavated for the yard from Gilbert's island, so called.

Property and claims for damages in connection with property taken for Long Wharf improvements were settled for.

A 100,000 gallon tank was erected on an elevated trestle, and a pipe line from the city main on Marsh road to the tank is being laid.

A cattle shed was built on the D. W. T. wharf (ballast wharf).

A contract was let for an 18 stall engine house, with annex, hot well, &c., at Gilbert's Island; work is about one-half completed.

A quantity of grading was done, and additional tracks were laid in new yard at Gilbert's Island.

New superstructure, North-west Miramichi Bridge.

The metal work started in last year was completed this year, and the bridge is completely renewed and up to date.

New superstructure for six spans, Miramichi Bridge.

The bridge at South-west Miramichi is now in course of renewal, the spans being all manufactured, and two are being erected on the ground.

Station and freight shed at Eel River.

A building combining station and freight house was completed at Eel River. The station was supplied with seating, &c.

New superstructure, Restigouche Bridge.

A contract was let for the iron work for this bridge, and it is now being manufactured.

Yard for freight business at Rivière du Loup.

A site for yard was prepared east of the present yard by a large quantity of rock excavating and grading being done. Some additional siding room was provided.

Engine house, machine shop, car shop, stores, office, at Rivière du Loup.

Surveys have been made and plans prepared for land required, and for new engine house, &c.

Building a spur line of railway from Intercolonial Railway Station at Rivière Ouelle to the wharf on the St. Lawrence.

This branch was opened for traffic on June 22. Ballasting is now being done, and the other work of completion is now going on. The wharf at St. Denis is being strengthened to carry trains.

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Increased accommodation, Lévis.

The new station building started last year was completed, furnished, and supplied with blinds and outside windows.

Plans were prepared for a new building for baggage, &c. A temporary building for baggage was erected. Temporary platforms were built. Tenders were received June 6 for the iron work for covered platforms and overhead bridge.

The yard was rearranged and some additional siding room provided.

Some of the claims for land taken for increased accommodation were settled.

Engine house, Chaudiere Junction.

Additional land was purchased. Water pipes were laid from the river to engine house site. A sewer from the engine house site to the river was put in. A contract was awarded for an 18-stall engine house, and work on it is well under way. Some grading was done and tracks laid at site of engine house. A new 75-foot turntable has been provided.

Station at Nicolet.

A new station building was built by contract.

Increased accommodation, Stellarton.

The yard was re-arranged, a quantity of grading done, and additional tracks laid. Land for yard room was purchased.

Water pipes and fittings for water service were supplied.

Increased accommodation, Pictou.

Some additional tracks were laid. Some dredging was done at wharf, making new berth. The contract for wharf and freight shed was completed.

Improvements at Point Tupper.

A site for new freight yard and a second main line into the present yard was prepared by cutting down the hill at Point Tupper and filling between wharfs and west end of yard with the material. A small amount of track-laying was done. A small piece of land was purchased and buildings moved, for these improvements.

To increase accommodation, Sydney.

A new building for baggage room, &c., was constructed. A number of tracks were laid and grading done. A contract for a new freight shed 204 feet x 45 feet was let, and work is now being done. A concrete floor was laid in engine house and turntable pit. The hot well was completed and tank foundation built and tank erected.

The engine house was piped for water, steam and air. A quantity of piping and fittings was supplied for water service to stand-pipes, &c., in yard. A quantity of ballasting was done in yard, and tracks laid.

To raise Sydney and Louisburg Bridge over I.C.R.

The Dominion Coal Company has not yet signed the necessary agreement.

Improvements at North Sydney.

An extension of 200 feet x 60 feet was made to the existing wharf of cribwork, sheathed with creosoted material. The berths on each side of wharf were dredged, to accommodate larger steamers.

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Sea Walls.

Sea walls were constructed between Bedford and Rockingham, and on the Cape Preton Division, by contract.

Original construction.

Amounts were paid:—R. R. McNeil, for farm crossing; Department of Indian Affairs, for right of way; Edward Keays, for diversion of water; Mrs. E. Veith, for right of way; also for legal expenses in connection with above and other cases.

Strengthening bridges.

The following new bridges were supplied and put in place during the year:—

Bathurst bridge, 2 spans 87 feet, through plate girders; Nash's creek, 1 span, 87 feet, through plate girder; Grant's brook, 1 span, 87 feet, through plate girder; Nigadoo, 1 span, 87 feet, through plate girder; McKinnon's brook, 2 spans, 87 feet, deck plate girder, new mills, 2 spans 87 feet, deck plate girder; Sayabec, 1 span, 87 feet, through plate girder; Grand Bic, 1 span, 87 feet, deck plate girder; Louison's brook, 1 span, 65 feet, plate girder; Clark's brook, 1 span, 65 feet, through plate girder; Westchester, 1 span, 66 feet, deck plate girder; Little river, 1 span, 66 feet, deck plate; Eel river, 3 spans, 66 feet, deck plate girder; Mud creek, 1 span, 55 feet, deck plate girder; Gilmore's brook, 1 span, 66 feet, deck plate girder; Trois Pistoles, 3 deck truss spans, 108 feet.

The following bridges have been delivered, but not yet put in place:—

Lydia brook, 2 spans, 25½ feet; Scott's public crossing, 1 span, 30½ feet; Shubenacadie bridge, 1 span, 26½ feet; Rawdon river, 2 spans, 31½ feet; Darling's brook, 1 span, 25½ feet; Quispamsis, 1 span, 24½ feet; Meadow Brookfield, 2 spans, 22 feet; Ellis brook, 1 span, 23 feet; Elmsdale, 1 span, 21 feet 3 inches; Secord's, 1 span, 20 feet 10 inches; Groom's Cove, 1 span, 20 feet 6 inches; Williams' brook, 1 span, 19 feet 3 inches.

Contracts have been let for the following bridges, which have not been erected in place:—

St. Joseph street, Pomquet, Pollet river, Trout creek, Passekeag, Moosehorn, Government street, New Glasgow, Under Crossing, Perkin's, St. Francis—at Drummondville.

The following bridges were doubled up during the year:—

Nepisguit, 2 spans; Trois Pistoles, 2 spans; Little Metis, 4 spans; Barnaby river (2nd crossing) 1 span; Barnaby river (3rd crossing) 1 span; Beresford, 1 span; Kouchibouguacis, 1 span and Moffatt's, 7 spans—is partly completed.

Materials are on hand to double up Bartibogue, Elm tree, Belledune, and Rimouski bridges.

In connection with work on these bridges, temporary sidings were put in, and the cost of putting in charged to this vote, at the following places:—

Kouchibouguacis bridge, Barnaby river (2nd crossing), Nigadoo, Beresford, Little Metis, Moffatt's.

Masonry was altered at the following bridges, in connection with work done on them:—

Mill creek, Little river, Grant's brook, Louison's brook, New Mills, Nigadoo, McKinnon's brook, Gilmore's brook, Clark's brook, Grand Bic.

Two new concrete abutments were built at Pomquet trestle, and the wood trestle replaced with an earth embankment.

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Additional sidings along the line.

The following sidings were put in or extended under this vote:—

Name.	Length now.	Length extended.
Hampton cut-off.....	174	
Painsec Junction.....		1,028
Sussex—for military purposes.....	1,350	
Boundary creek.....		2,100
Humphrey's.....		3,416
Folleigh.....	3,740	
Springhill Junction.....		3,920
Dorchester.....	341	
College Bridge.....	1,670	
Shubenacadie cut-off.....	147	
Adamsville.....		3,480
St. Octave.....	3,400	
Salmon lake.....	882	
Little Metis.....		1,389
McKenzie's.....		628
Isle Verte.....		1,269
L'Anse a Giles.....		180
St. Cyrille.....		148
Ste. Rosalie.....	294	

The following sidings were also extended, or work started last year completed—such as ballasting, &c.—

Amherst, Wellington, Bedford, Milford, Brookfield, Stewiacke, Elmsdale, Hali-burton, Catamount, St. Alexis, Price's, St. Apollinaire, and Drummondville.

Additional siding room and increased accommodation and facilities along the line.

Under this vote, the following sidings were put in or extended:—

Name.	Length now.	Length extended.
Jubilee.....	294	
Apohaqui.....		566
Maccan.....	1,100	
Athol.....	2,300	
Nappan.....		2,917
Lily lake.....	1,844	
Oxford Junction.....	225	
“.....	1,400	
Pictou Landing.....	410	
“ ‘Y’.....		826
South River.....	1,018	
Stellarton.....	502	
Trenton.....	360	
North Sydney.....	1,408	
Beaver Cove.....	1,600	
Two-miles West Canaan.....	350	
Nash's Creek.....		3,144
Metapedia—freight shed.....		452
St. Pierre.....	2,165	
Montmagny.....		2,294
Riviere Ouelle, crossing siding.....	2,900	
“ ‘Y’.....	310	
“ cross-over.....	180	
“ local.....	310	
Ville Marie.....	380	
Ste. Rosalie, ‘Y’.....	1,930	

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The following sidings were also extended, or work started last year completed, such as ballasting, &c.:—

Anaganee, Nauwigewauk, Wentworth, Windsor Junction, Rocky Lake, Feronna Junction, Brown's Point, Oxford, Pugwash, Sylvester, McCallum's, Antigonish, North Sydney, Nigadoo, Patterson's, Rimouski, St. Laurent, Paradis, St. Charles, Beunett, Carmel, Ste. Monique, Mitchell, St. Romuald, Nicolet, Belliveau's, Eel River. Other work was done at different points under this vote, as follows:—

Ball's Creek, platform built.

Orangedale, loading platform built.

Mulgrave, loading platform built.

Antigonish, drain put in at station.

New Glasgow, new loading platform 340 feet long, built.

Westville, electric light put in station.

Brown's Point, new station building, with dwelling apartments built, yard graded, culvert extended, platform built.

Chisholm's Siding, land purchased to widen cut for extension of siding.

Dartmouth, pillar crane at loading platform provided.

Enfield, land purchased for siding.

Elmsdale, station remodelled and new freight shed built.

Milford, land purchased for new station site.

Shubenacadie, land purchased for siding.

Belmont, land purchased for extension of siding.

Oxford Junction, freight shed moved and platform built.

" pump house built for water supply.

Springhill Junction, an ash pit provided.

Maccan, 100 ton track scale put in.

Pt. du Chene, well provided at station.

Boundary Creek, new station and platform built.

Salisbury, well provided at station.

River Glade, new station and platform built.

Penobsquis, water supply provided for station.

Sussex, stand pipe provided, and water service extended.

Riverside, new station built.

Estmere, platform extended.

Coal Branch, well provided.

Campbellton, hot water heating installed in station.

Metapedia, new station being built; existing station removed and being converted into dwelling for agent; freight shed moved, and yard being re-arranged.

Millstream, work on section house.

St. Octave, work done on station.

St. Flavie, boring well for water supply completed.

Cacouna, awning over station platform built.

" platform extended.

Old Lake Road, work done on station.

St. Anaclet, work done on station.

St. Andre, work done on freight shed.

St. Philippe de Neri, work done on station.

St. Charles Junction, station improved; freight shed extended.

St. Romuald, water supply put in station.

St. Nicholas, well provided at station.

Laurier, well provided at Station.

Forestdale, water supply extended.

Aston Junction, work done on section man's dwelling.

St. Monique, land purchased for siding and loading ground.

St. Wenceslas, well provided at station.

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St. Cyrille, well provided at station.

St. Germain, well provided at station.

Bagot, well provided at station.

Ste. Rosalie, land purchased for additional sidings.

“ shelter and drain built for track scale.

Beaumont, shelter provided.

Craig's Road, platform built.

New electric semaphores were put up at the following stations:—

Assametquaghan (2).	St. Henri.
Causapscaal (2).	North Sydney Junction.
Amqui (2).	Point Tupper.
Little Metis.	Enfield.
Ste. Flavie.	Wentworth (2)
Bic (2).	Maccan (2)
St. Fabien.	Aulac.
Trois Pistoles.	Sackville.
Rivière Ouelle.	Evans.
Montmagny.	Anagance.
St. Pierre.	Penobsquis.
St. François.	Apohaqui.
St. Michel.	Norton.
Lévis (2).	Quispamsis.
Hadlow.	Rothesay (2).
Chaudiere.	St. John (2).
Moose Park (2).	Nash's Creek.
Forestdale.	Eel River.
Mitchell.	Flatlands (2).
Drummondville.	Millstream (2).
Ste. Rosalie.	

Steel rails and fastenings.

During the year, 110.45 miles of rails weighing 58 and 67 lbs. per yard were replaced with rails weighing 80 and 110 lbs. per yard.

I have the honour to be, sir,

Your obedient servant,

WM. B. MACKENZIE,

Chief Engineer.

D. POTTINGER, Esq.,

General Manager,

Government Railways,

Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL SUPERINTENDENT,
MONCTON, N.B., September 15, 1903.

SIR,—I have the honour to submit the annual reports of the mechanical department, and of the maintenance of way and works for the year ended June 30, 1903.

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.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., September 16, 1903

SIR,—I have the honour to submit the report of the maintenance of way and works department for the year ending June 30, 1903.

TRACK.

During the year 37·24 miles of 67 lb. rails and 73·21 miles of 58 lb. rails were taken up and replaced by 90·50 miles of 80 lbs., and 19·95 miles of 110 lb. rails.

TIES.

During the year 648,694 ordinary ties and 146 set switch ties were renewed.

BALLASTING.

During the year 64·15 miles of track ballasted, using 83,916 cubic yards of gravel, and 12,315 cubic yards of ashes and cinders.

SWITCHES AND SEMAPHORES.

Distant electric semaphore signals were erected, or extended, at the following stations:—

North Sydney Junction, 1.	Evans east, 1.
Pt. Tupper east, 1.	Anagance west, 1.
Enfield east, 1.	Penobsquis east, 1.
Wentworth east, 1.	Apohaqui west, 1.
“ west, 1.	Norton west, 1.
Maccan east, 1.	Quispamsis east, 1.
“ west, 1.	Rothsay east, 1.
Aulac east, 1 .	“ west 1.

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Sackville east, 1.	St. John, inside, 1.
St. John, outside, 1.	St. Fabien east, 1.
Eel River west, 1.	River Ouelle east, 1.
Nashe's Creek east, 1.	Montmagny west, 1.
Flatlands east, 1.	St. Pierre east, 1.
" west, 1.	St. François east, 1.
Millstream east, 1.	St. Michel east, 1.
" west, 1.	Lévis east, 1.
Assametquaghan east, 1.	" west, 1.
" west, 1.	Hadlow east, 1.
Causapscaal east, 1.	Chaudiere west, 1.
" west, 1.	Moose Park east, 1.
Amqui east, 1.	" west, 1.
" west, 1.	Forestdale west, 1.
Little Metis east, 1.	Mitchell east, 1.
Ste. Flavie east, 1.	Drummondville east, 1.
Bic east, 1.	" west, 1.
" west, 1.	Ste. Rosalie east, 1.
Trois Pistoles east, 1.	St. Henri east, 1.

One hundred and sixty-four new switches were put up on the various divisions during the year.

New telegraph signals were provided at the following stations.—Marshy Hope, Woodburn, Elmsdale, St. Henri, Moffats, Cedar Hall, Campbellton, Millstream, Nashe's Creek.

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

SIDINGS.

During the year 2·15 miles of additional siding accommodation has been provided at different points throughout the line.

FENCE BUILT BY CONTRACT.

50·98 miles of Strathy wire fence was built at different points on the line.

852 feet of anchor wire fence was built in front of general office building, Moncton.

FENCE BUILT BY OUR OWN MEN.

50·11 miles of Page wire, 150 rods of woven wire, 123 rods of barbed wire, and 30 rods of lath and wire, were built at different points on the line.

Necessary repairs were made to fences throughout the line.

SNOW SHEDS AND SNOW FENCES.

There was built during the year:—

806 rods portable snow fence.

70 rods stationary snow fence, 10 feet high.

Necessary repairs were made to snow sheds and snow fences where required.

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WHARFS AND TRESTLES.

Repairs.

Moncton public wharf.
 Point du Chene wharf.
 Dorchester wharf.
 Halifax, Piers Nos. 1, 2, 3, 4, 5, 6, 8 and 9.
 Halifax, D.W.T., coal trestle.
 Halifax, trestle bridge, cotton factory branch.
 Richmond coal trestle.
 Dartmouth branch, Motts crib work.
 Stewiacke wharf.
 Pictou crib work.
 Tatamagouche crib work.
 West River crib work.
 Pictou wharf.
 Brown's Point crib work.
 Loch Broom, crib work.
 Pirate Harbour crib work.
 Pictou Landing wharf.
 Pictou Landing, cribwork.
 Murphy's Bridge crib work.
 Jamesville trestle.
 Walker's Gulch trestle.
 Ottawa brook trestle.
 Newcastle wharf.
 Newcastle coal trestle.
 Campbellton coal trestle.
 River du Loup trestle.
 Lévis, Chabot's wharf.
 Lévis crib work.
 Drummondville coal trestle.

NEW WORK.

Rawdon river crib work.
 Halifax, moor post, pier No. 2.
 Stewiacke, floor in bridge.
 Halifax, North street crib work.
 Pictou, landing between freight shed wharfs.
 Pictou, extended wharf.
 James river, top on trestle.
 Campbellton, trestle in landslide at Adams' dump.

ALTERATION.

St. John ballast wharf.

BRIDGES AND CULVERTS.

Repairs.

West river bridge.
 Elmsdale bridge.
 Shubenacadie overhead bridge.
 Ellis bridge.

Wellington bridge.
Christies' bridge.
Trout Creek bridge.
Miller's bridge.
Harris' millstream bridge.
Pollet river bridge.
Moose Horn bridge.
Passakeag bridge.
Quispamsis bridge.
Point du Chene bridge.
St. John, Wall street bridge.
St. John, swing bridge.
St. John, Stanley street bridge.
St. John, Dorchester street, foot bridge.
Lakeside overhead bridge.
Nappan bridge.
Salmon river bridge.
Breau's creek bridge.
Lindsay's siding bridge.
Dartmouth, north ferry foot bridge.
Dartmouth, Mott's bridge.
Picton harbour bridge.
Middle river bridge.
Pirate harbour bridge.
Middle river bridge.
West Merigomish bridge.
Tracadie bridge.
Grand Narrows bridge.
Georges river bridge.
Cleveland bridge.
Mill brook bridge.
North-west Miramichi bridge.
South-west Miramichi bridge.
Barnaby river, 1st crossing bridge.
Barnaby river, 2nd crossing bridge.
Barnaby river, 3rd crossing bridge.
Barnaby river, 5th crossing bridge.
Kouchibouguacis bridge.
Richibuto river bridge.
Rogersville overhead bridge.
Cocagne river bridge.
North and south Bouctouche bridges.
Bathurst sub crossing bridge.
Hachey's overhead bridge.
Derby Junction overhead bridge.
Gloucester Junction overhead bridge.
Gilmore's bridge.
Trois Pistoles bridge.
Rimouski bridge.
Montmagny bridge.
St. Charles bridge.
Boyer river bridge.
Drummondville bridge.
Mulgrave cedar culvert.
Brierly brook culvert.

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West Bay road culvert.
McKinnon's harbour culvert.
Ottawa brook culvert.
North Sydney branch culvert.
Gillis' Cove culvert.
Rockingham culvert.
Wallace culvert.
Major's siding culvert.
Doran's culvert.
Crocker's Brook culvert.
Bryenton's culvert.
Foran's culvert.
Cliff's culvert.
Parker's culvert.
Barnaby river culvert.
Derby Junction, east, 3 culverts.
Millerton, east, culvert.
Clancy's culvert.
Acadiaville, east, culvert.
Kouchibouguac river, arch culvert.
Brown's siding culvert.
Kent Junction, east, 5 culverts.
Masonry pointed 16 culverts.
Petit Roche culvert.
Assametquaghan culvert.
Kempt culvert.
Metapedia culvert.
St. Moise, culvert.
Millstream culvert.
St. Arsene culvert.
Isle Verte culvert.
Ste. Flavie culvert.
Rimouski culvert.
River du Loup culvert.
St. Simon culvert.
Ste. Luce culvert.
St. Analet culvert.
Montmagny culvert.
Chaudiere Junction culvert.
St. Romuald culvert.
St. Germain culvert.
Chaudiere culvert.
St. Apollinaire culvert.
Forestdale culvert.
Aston Junction culvert.
St. Nicholas culvert.
St. Leonard culvert.
Nicolet branch culvert.
Ste. Rosalie, east, culvert.
Ste. Rosalie, east, stone culvert.
Ste. Rosalie, culvert.
Moncton Jonathan creek aboideau.
Stellarton ash pit.

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NEW WORK.

Stewiacke bridge floor.
 Scotsburn, ballast pit bridge.
 Pirate harbour bridge sidewalk.
 Pirate harbour, protection rail along main road bridge.
 Daveluyville, walk on bridge.
 Nappan, culvert 50' long 3' x 5'.
 Pictou Landing culvert.
 Pictou Landing 'Y' culverts, Nos. 1, 2, and 3.
 Iona culvert.
 Ste. Anne beam culvert.
 Aston Junction, culvert west.
 Mitchell culvert.
 Drummondville culvert.
 Stellarton ash pit.
 Moncton, built new aboideau back of round house.

MASONRY WORK DONE.

Repairs.

Harris Mill brook bridge.
 Hall's creek bridge.
 Portage Pit, two culverts.
 Between Portage and Anagance, three box culverts
 Portage, west of, three box culverts.
 Penobsquis, west, two box culverts.
 Penobsquis, double box culverts.
 St. John, Mill street bridge.
 Dorchester road open culvert.
 Truro, pointing open box culvert.
 DeBert, open box culvert.
 Sackville, track scale foundation.
 Fort Lawrence, overhead bridge.
 Musquash bridge.
 Maccan track scale.
 Maccan, box culvert.
 Nappan, east, two culverts.
 Section 36, eleven culverts.
 Calhoun's bridge.
 Painsec Junction, east, three culverts.
 Meadow brook bridge.
 Amherst subway.
 Londonderry overhead bridge.
 Rockingham culvert.
 Cattle guards between Richmond and Fairview.
 Birch Cove, two culverts.
 Bedford bridge.
 Bedford culvert.
 Graham's culvert, west culvert.
 Riverton siding, east culvert.
 Valley, Christie's bridge.
 Wellington, canal bridge.
 Enfield, east, culvert.

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Enfield, west, culvert.
 Murray's crossing abutments.
 Richmond yard culverts.
 Wellington cattle guard.
 Rawdon river bridge.
 Rawdon river culvert.
 Stewiacke, east, culvert.
 Elmsdale, east, bridge.
 Hilden, west, bridge.
 Brookfield bridge.
 Stewiacke, west, bridge.
 Dewar's siding, east, bridge.
 Wallace bridge culvert.
 West river bridge.
 Asphelt culvert.
 Stellarton culvert.
 French river bridge.
 Mulgrave bridge.
 Dewar's mill bridge.
 Pomquet bridge.
 Orangedale, mill-dam bridge.
 Trenton, arch culvert.
 New Glasgow, culvert.
 Pictou Landing culvert.
 New Glasgow, east, Chapell's culvert.
 Dowling's Gulch, west, culvert.
 River inhabitants bridge.
 Cummings' ballast pit, culvert.
 Beaver Brook bridge.
 Orangedale bridge.
 Leitches' creek bridge.
 Sydney river bridge.
 Ball's creek bridge.
 Grand Narrows bridge.
 McDonald's bridge, half mile east of river inhabitants bridge.
 Harcourt east, six culverts.
 Richibucto river bridge.
 South Cocaigne bridge.
 East Canaan, box culvert No. 2.
 " " " 3.
 " " " 4.
 " " " 5.
 " " " 9.
 " " " 12.
 " " " 13.
 " " " 14.
 " " " 15.
 " " " 16.
 North-west and south-west Miramichi bridges.
 South branch, coal branch bridge.
 Canaan river, arch culvert.
 Buctouche river, east, box culvert.
 Buctouche river bridge.
 Canaan culvert.
 Coal branch, east, three culverts.

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Richibucto river, east, culvert.

Harcourt bridge.

Richibucto bridge.

Harcourt, east, five culverts.

Kent Junction, east four culverts.

Kouchibouguacis river bridge.

Kouchibouguacis river arch culvert.

Adamsville siding, east, culvert.

Rogersville culvert.

Barnaby river, 5th crossing culvert.

Barnaby river, 3rd crossing bridge.

Barnaby river, right branch bridge.

Millerton station, east, culvert.

Derby Junction, east, three culverts.

Derby Junction, overhead bridge.

Barnaby river bridge.

Barnaby river culvert.

Campbellton, east, section 72, 15 culverts, Nos. 6, 7, 8, 9, 10, 11, 12, 13, 14 15.

16, 17, 18, 19, 20.

Campbellton culvert.

Campbellton derrick foundation.

Section 71, 23 culverts, Nos. 1, 2, 3, 4, 5, 6, 7, 21, 23, 24, 25, 26, 27, 28, 29.
30, 31, 32, 33, 35, 36, 37 and 38.

Section 70, 11 culverts, Nos. 2, 3, 4, 5, 6, 8, 9, 10, 11, 12 and 13.

Section 69, 8 culverts, Nos. 1, 7, 8, 9, 10, 11, 12, 13.

Charlo, overhead bridge piers.

Section 61, culvert 16.

Section 62, 10 culverts, Nos. 3, 5, 6, 7, 8, 9, 10, 11, 12, 14.

Bathurst bridge.

Bathurst overhead crossing.

Trois Pistoles bridge.

Ste. Flavie track scale foundation.

Ste. Flavie ash pit.

Hadlow ash pit.

St. Ignace culvert.

Chaudiere farm crossing.

Ste. Anne culvert.

Chaudiere, east, arch culvert.

St. Remuald, west, culvert.

Old Lake road, east, culvert.

Ste. Rosalie culvert.

St. Apollinaire culvert.

Drummondville culvert.

St. Leonards bridge.

NEW WORK.

Portage Pit culvert.

Oxford Junction pump house.

Ste. Rosaile, scale foundation.

Alterations.

Fairview culvert.

Glengarry yard, east end, beam culvert into box.

Wellington, east, beam culvert into box.

Truro, east, beam culvert into box.

PAINTING.

Trout creek bridge.
 Milner bridge.
 Nepisiquit river deck, Lattice truss bridge, six spans.
 Little river bridge.
 Middle river bridge.

BUILDINGS AND PLATFORMS.

Repairs.

St. John round-house.
 Rothesay platform.
 Norton platform.
 Sussex platform.
 Moncton government cottages.
 Moncton transfer shed platform.
 Cold Brook station.
 St. John station.
 Torryburn station.
 Moncton, general superintendent's cottage.
 Moncton, floor of round-house.
 Humphrey's freight platform.
 Salisbury freight-house.
 Petitcodiac platform.
 Apohaqui station.
 Quispamsis station.
 St. John turn table.
 Sussex station.
 Nauwigewank station.
 Hampton station.
 St. John baggage room.
 St. John coal shed.
 Brookville platform.
 Sussex engine-house.
 Moncton cattle shed.
 Petitcodiac freight and power house.
 Buctouche Junction tower house.
 Point du Chene round house.
 St. John boiler shop.
 St. John erecting shop.
 Bloomfield station.
 Penobsquis cattle pen.
 Moncton tool-house.
 Moncton round-house roof.
 Moncton erecting shop floor.
 Moncton car cleaning shed.
 St. John coal trestle.
 St. John flour shed.
 Sussex freight-house.
 Armstrong's platform.
 St. John, Robinson House, Lombard street.
 St. John, train sky-lights.
 Moncton machine shop.
 Moncton government cottage No. 8.

Apolhaqui main road crossing.
St. John No. 7 shed.
St. John No. 9 shed.
St. John baggage trucks.
Lakeside platform.
Bloomfield platform.
Sussex platform.
Moncton erecting shop floor.
Moncton sidewalk, front general office.
Moncton old station building.
Moncton machine shop floor.
Moncton station and loading platform.
St. John Mill street crossing.
St. John freight office cellar.
Dorchester platform.
Memramcook platform.
Debert platform.
Greenville platform.
Westville station.
Meadow Brook platform.
Amherst, track, blacksmith shop roof.
Painsec Junction, agent's dwelling.
Aulac station.
Sackville station.
Wentworth station.
Thomson station.
Springhill Junction, engine-house.
Dorchester station.
Upper Dorchester station, dwelling.
Oxford Junction, pump-house.
Springhill Junction, coal-house.
Painsec Junction, station.
Amherst station.
Amherst platform.
Sackville platform.
Calhouns station.
Halifax, brick shed No. 1.
Halifax, sheds Nos. 2 and 4.
Halifax, shed No. 6.
Halifax, blacksmith shop roof.
Halifax, government dwelling.
Halifax, Government dwelling.
Halifax, coal shed.
Halifax, D.A.R. loading platform.
Milford platform.
Shubenacadie freight platform.
Truro blacksmith shop.
Truro station.
Hopewell station.
Halifax, old flour store.
Halifax, machine shop floor.
Halifax, round-house floor.
Halifax, North street station roof.
Rockingham platform.
Elmsdale platform.

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Valley station.
Halifax, shed, No. 3.
Halifax, cattle shed.
Halifax, watch-tower.
Windsor Junction, water tank.
Elmsdale loading platform.
Dewar's siding platform.
Hopewell platform.
Ferrona Junction platform.
Halifax baggage room.
Scotsburn loading platform.
Oxford Junction coal shed.
Pictou station platform.
Pictou loading platform.
Meadowville station platform.
River John cattle pen.
River John station platform.
Pictou, old freight shed.
Malagash station.
Pugwash Junction cattle pen.
Pictou engine-house.
Pugwash station.
Pictou, scales in old freight-house.
Scotch Hill, station roof.
Scotsburn station platform.
Pictou, deck of wharf.
Tatagouche station.
Pictou ice-house.
Mulgrave freight shed.
Pirate Harbour round-house.
Antigonish station waiting-room.
Antigonish station office.
James River station.
Pirate Harbour coal shed.
Mulgrave station platform.
Trenton station platform.
New Glasgow station platform.
Stellarton station platform.
Pictou Landing station platform.
Heatherton station platform.
Heatherton cattle pen.
New Glasgow freight shed.
Dewar's station platform.
Marshy Hope platform.
New Glasgow loading platform.
Mulgrave round-house.
Pictou landing station.
New Glasgow station.
Trenton station.
Stellarton station.
Mulgrave, engineer's office.
Antigonish station.
Stellarton, blacksmith shop.
West Merigomish station.

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Mulgrave power-house.
Merigonish baggage room.
Mulgrave baggage room.
River Denys coal-house.
Ottawa Brook shelter.
Georges River station.
North Sydney Junction platform.
Leitche's Creek platform.
Shenacadie station.
Orangedale platform.
North Sydney Junction, baggage room.
Barachois, shelter.
Sydney freight-house.
Sydney platform.
Shenacadie platform.
West Bay Road platform.
Point Tupper baggage room.
Point Tupper round-house.
Hawkesbury station.
West Bay road cattle pen.
River Denys cattle pen.
Orangedale cattle pen.
Iona cattle pen.
North Sydney cattle pen.
Derby Junction station.
Derby Junction platform.
Indiantown engine-house.
Indiantown platform.
Indiantown station.
Millerton platform.
Harcourt station platform.
Harcourt station.
Harcourt agent's dwelling.
Newcastle, freight house platform.
Newcastle, gas meter house.
Newcastle, turntable.
Newcastle, coal shed.
Newcastle, hand-car and coal shanties.
Kent Junction station.
Rogersville station.
Chatham Junction, freight house.
Kent Junction, station platform.
Chatham Junction, baggage trucks.
Newcastle station.
Chatham Junction, platform.
Dalhousie station platform.
Dalhousie Junction, freight house roof.
Beaver Brook station, kitchen.
Charlo station.
Nashes Creek station.
Petite Roche station.
Bathurst, pump house.
Beaver Brook station.
Petite Roche, agent's dwelling.
Bathurst, freight house.

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Bartibogue station.
 Red Pine station.
 Eel River station.
 Dalhousie Junction, tank house.
 Charlo platform.
 Jacquet River platform.
 Beresford station.
 Bathurst, freight platform.
 Gloucester Junction station.
 Gloucester Junction, station platform.
 Gloucester Junction, coal house.
 Charlo, tank house.
 Green Point station.
 Dalhousie station.
 Dalhousie freight shed.
 Little Métis, platform.
 St. Octave, platform.
 St. Moïse, station platform.
 St. Moïse, station windows glazed.
 St. Moïse, section foreman's house.
 Sayabec station.
 Campbellton, engine house.
 Campbellton, car shanty.
 Campbellton, superintendent's office.
 Campbellton, trolley cars.
 Campbellton, gents' waiting room.
 Campbellton, ice house.
 Campbellton, ash pit.
 Campbellton station.
 Campbellton, freight shed.
 Campbellton, coal shed.
 Campbellton, round house.
 Campbellton, freight agent's office.
 Campbellton, ladies' water closet.
 Campbellton, baggage room.
 Campbellton, coal chute.
 Campbellton, gents' water closet.
 Cedar Hall freight shed.
 Métis station.
 Moffats, station foundation
 St. Alexis, station foundation.
 Millstream station.
 Sayabec station.
 Metapedia, snow shed, west.
 Métis, snow shed.
 Flatlands station.
 Assametquaghan station.
 Amqui station.
 St. Octave station.
 St. Alexis station.
 Kempt station.
 Cedar Hall station.
 Cedar Hall, section foreman's dwelling.
 Amqui kitchen.

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Metapedia, snow shed, east.
Metapedia, water tank.
St. Octave freight shed.
St. Octave, station platform.
St. Octave, section foreman's dwelling.
Millstream, agent's house.
Millstream, section foreman's house.
Millstream, water tank.
Millstream station.
Salmon Lake platform.
Metapedia platform.
Rivière du Loup platform.
Rivière du Loup station roof.
St. Eloi station.
St. Eloi station platform.
Bic station, drainage.
Bic station.
Rivière du Loup, round house.
Isle Verte platform.
Ste. Flavie station, windows glazed.
Rivière du Loup baggage room.
Ste. Flavie coal shed.
St. Fabien station.
Sacré Cœur station.
Cacouna station.
Rivière du Loup freight house.
Rivière du Loup turn table.
St. Arsène, station platform.
St. Arsène station.
Cacouna platform.
Bic freight shed.
Lévis passenger platform.
Quebec baggage room roof.
St. François station.
Old Lake road platform.
Chaudière curve passenger platform.
Lévis, agent's house.
Montmagny passenger platform.
St. Pierre passenger platform.
St. Henri passenger platform.
Cap St. Ignace loading platform.
Chaudière Junction freight shed.
St. Pascal Junction freight shed.
Chaudière curve dwelling house roof.
Hadlow coal shed.
Lévis freight shed.
Lévis electric building.
Harlaka snow sheds.
Charlo coal sheds.
St. André station.
Lévis water closets.
St. Pierre tool house.
Montmagny coal shed.
Lévis baggage room.

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Hadlow round house roof.
 St. Pacome platform.
 St. Philippe station roof.
 Aston Junction station platform.
 Drummondville tank.
 Mitchell station.
 Drummondville engine house.
 St. Nicholas, putting drain, &c., in dwelling house
 St. Eugene station.
 St. Monique station, glazing windows.
 St. Germain station, glazing windows,
 St. Germain platform.
 Nicolet engine house.
 Aston station, glazing windows.
 Forestdale freight shed.
 Moose Park freight shed.
 River Sauvage station.
 Forestdale station.
 Bagot station.
 Nicolet platform.
 St. Apollinaire station.

NEW WORK.

Eel river platform.
 Sayabec station platform.
 Kempt hand car house.
 Campbellton station drain box.
 St. Alexis station, coal shed for agent.
 St. Alexis, storm porch agent's dwelling.
 Millstream station, box for semaphore.
 Assametquaghan, storm porch agent's dwelling.
 Assametquaghan, tank, ladder.
 Campbellton, freight shed storm porch.
 St. Octave tool-house.
 Campbellton station heating fixtures.
 St. Octave, platform and oil house.
 St. Octave tool house.
 Campbellton, table and letter box for superintendent's office.
 Campbelltown, handrail for office stairway.
 Campbelltown, gate for cattle pen.
 Campbellton, building for Canadian Express Company.
 River du Loup station, cesspool.
 Trois Pistoles station platform.
 St. Eloi hand car house.
 Isle Verte hand car house.
 St. Anaclet station platform.
 River du Loup hand car house.
 River du Loup, blacksmith's shanty.
 Ste. Flavie track scales.
 St. Eloie station storm doors.
 Trois Pistoles station storm doors.
 St. Arsène hand car house.
 St. Simon hand car house.
 St. Anaclet frost proof building.

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St. Anaélet water closet.
 St. Anaélet coal box.
 Chaudière Junction, station telegraph table.
 St. Pierre, station sheathed.
 Beaumont road shelter.
 Hadlow station platform.
 L'Islet kitchen.
 Chaudière, scale box shelter.
 St. Pierre station, storm windows.
 Old Lake Road, standard telegraph table.
 Chaudière Junction, transfer shed office.
 Laurier drain.
 Ste. Rosalie station, cupboard.
 Mitchell stock yard.
 Aston Junction, hand car house.
 Ste. Rosalie, platform extended.
 St. Leonard, platform extended.
 Ste. Rosalie Junction, scale drain.
 Laurier turn table.
 St. Engène, frost proof building.
 Ste. Rosalie, scale box shelter.
 St. Germain, frost proof building.
 Drummondville, blacksmith forge and chimney.
 St. Apollinaire, stock yard drain.
 St. Monique, stock pen.
 St. Apollinaire, stock pen.
 Armstrong's Crossing, shelter.
 St. John, glass in station.
 St. John, booth in exhibition.
 St. John, platform in exhibition.
 St. John, platform in oil house.
 St. John, C.P.R. freight agent's office.
 St. John, shelter for lamp-lighter.
 St. John, sheep pens.
 St. John, new crossing at Gilbert's land.
 St. John, fitting warehouses for stock.
 Moncton, station platform extended.
 Moncton, platform for car cleaners.
 Boundary creek, platform.
 Moncton, tin shop floor.
 Moncton, shelving in general office.
 Riverside, steps to new station.
 Boundary creek, coal shed.
 Salisbury, stock pen.
 Nauwigewauk, stock gangway.
 Chalet, platform.
 Pt. du Chene, coal shed.
 Penobscuis, platform.
 Sussex, platform.
 Quispamsis, platform.
 Apohaqui, platform.
 Moncton, platform from ice-house to station platform.
 Thomson, platform.
 East mines, stock pen.
 Painsee junction, stock pen.

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Oxford Junction, pump-house.
 Springhill, platform.
 Halifax, new counters and closets, Pullman car service.
 Halifax, coal shed for traffic department.
 Hopewell station, bay windows and office.
 Oxford station platform.
 River John, pump-house.
 Pugwash, platform.
 Loch Broom, station platform.
 Wallace, station platform.
 Tatamagouche, cellar floor.
 Stellarton, switchman's shanty.
 Pictou, sheathing corner of new wharf.
 Pictou, railing around corner of new wharf.
 West Merigonish, stock pen.
 Stellarton, ash pit.
 Mulgrave, water-closet.
 Estmere, platform.

ALTERATIONS.

Passekeag, station doors and windows.
 Moncton, part of old station into ice-house.
 Moncton, store room for outfit, official cars, in baggage room.
 Moncton, shanty for pintch gas.
 Oxford Junction, platform.
 Springhill Junction, platform.
 Amherst, coal trestle.
 Amherst, station platform.
 Amherst, freight platform.
 College bridge, platform.
 Dorchester, platform.
 Aulac, platform.
 Maccan, platform.
 Upper Dorchester, platform.
 Londonderry, platform.
 East mines, platform.
 Belmont, platform.
 Westchester, platform.
 Nappan, platform.
 Westchester, freight house.
 Ferrona Junction, platform extended.
 Westville, agent's dwelling.
 Halifax, North street station, alteration made to awning.
 Campbellton, station.
 Chaudière Junction, new freight shed.
 Chaudière Junction, new transfer shed.
 St. Romuald, station.

PAINTING

Sacré Cœur, station.
 Harcourt, station building.
 Harcourt, exterior freight shed.
 Apohaqui, station.
 Cold brook, station.

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Salisbury, station.
 Armstrong's, flag station.
 Nauwigewauk, station.
 Derby Junction, station.
 Interior section foreman's house at Cedar Hall.
 Campbellton, station.
 Flatlands, station.
 New Glasgow, station and freight house.
 Hopewell, station.
 Valley, station.
 Pictou Landing, station.
 Ferrona, station roof.

MASONRY.

Repairs.

Amherst, freight house.
 Amherst, station chimney.
 Dorchester, station chimney.
 Windsor Junction, tank house.
 Hopewell station chimney.
 Windsor Junction, station chimney.
 Brown Point, telegraph office chimney.
 Sylvester, hand-car house chimney.
 Westville, hand-car house chimney.
 Scotch Hill, hand-car house chimney.
 Scotsburn, hand-car house chimney.
 Pictou, hand-car house chimney.
 Meadowville, hand-car house chimney.
 Denmark, hand-car house chimney.
 Tatamagouche, hand-car house chimney.
 Pugwash Junction, hand-car house chimney.
 Conn's Mills, hand-car house chimney.
 Conn's Mills, kitchen chimney.
 Oxford, hand-car house chimney.
 Wallace, hand-car house chimney.
 River John, hand-car house chimney.
 Malagash, hand-car house chimney.
 Pictou, turntable.
 Harcourt, agent's house chimney.
 Beaver Brook station, chimney.
 Bathurst, overhead crossing.

NEW WORK.

Oxford Junction, pump-house.
 Truro, ash-pit and boiler foundation.
 Milford station, concrete foundation.
 Windsor Junction, water tank, brick piers and chimney.
 River John, tank-house.
 St. Apollinaire, station foundation.
 St. Nicholas, dwelling-house foundation.

ALTERATIONS.

Truro, round-house extended for large engines.

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GENERAL.

New buffers were made and set up at different points on the line where required.

Repairs were made to crossings at various points on the line where required.

Repairs were made to wheelbarrows, trolleys and tools at different points on line where required.

A number of old box car tops were obtained from the mechanical department and sent to different points on line, repaired and set up, and converted into sectionmen's hand-car and tool-houses.

During the year farm crossings, gates and cattle-guards were renewed and repaired along the line where necessary.

Ladders for buildings and semaphores were provided where required along the line.

Outhouses and approaches to public road crossings were whitewashed where necessary.

A new sluiceway was put in at Etters aboideau, but work was only partially completed in the year.

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, N.B.

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INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ACCOUNTANT.

MONCTON, N. B., August 31, 1903.

SIR,—I have the honour to submit the following statements for the year ended June 30, 1903:—

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 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 Rivière du Loup.

During the year 10 locomotives and 93 box cars were purchased on capital account, and added to the rolling stock of the railway.

Two large locomotives were purchased and one built in Moncton shops, to replace three of the smaller locomotives condemned.

One first-class passenger car, 21 stock, 277 platform, 2 conductor's vans, 2 coal cars and 3 snow ploughs were built to replace an equal number of the smaller cars condemned.

I have the honour to be, sir,

Your most obedient servant,

JOHN SUTTON,

Mechanical Accountant.

JAMES E. PRICE, Esq.,

General Superintendent, Intercolonial Railway,
Moncton, N.B.

The following work was done in Moncton locomotive shops:—

One new locomotive built, and 3 others well advanced; 59 locomotives received heavy repairs, 63 specific, and 119 general repairs; 13 locomotives had new smoke box extensions, and 4 new smoke boxes complete; 5 locomotives had new fire doors and rings, and 5 new half sheets in fire box; 33 locomotives had fire boxes patched. 22,135 tubes were pierced and put in service. 270 pairs of driving wheel tires and 271 pairs of engine truck and tender wheels were turned. 109 locomotive boilers were tested. 60 new pilots and 9 new cabs were made and put in service. 3 locomotives received half saddles and cylinders; 7 new tender frames, and 1 new tender frame and tank complete were made and put in service, and 115 locomotives and tenders were painted.

479,000 bolts were forged, and 1,890,319 pounds of other forgings were made in the blacksmith shop; 419,000 bolts and 6,315 studs were screwed, and 78,937 pounds of nuts tapped.

In addition to the above, there was more or less work done in the shops for the ss. *Scotia* and for the transfer at Mulgrave.

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Two rotary ploughs, No. 1 and 2, were given a general overhauling, and scrapers and flangers made to work automatically on each; 3 steam shovels repaired and 1 dredge and 1 small steam crane put in shape for service.

OUTPUT OF BRASS FOUNDRY.

159,780	lbs. of castings made.
220,100	“ bearings made.
11,000	“ babbitt metal.
149,750	“ antimonial lead for journal bearings.
7,500	“ metallic packing.

Work done for maintenance of way department:—

26 new hand-cars were fitted up with cog wheels, axles, crank pins and wheels. Also, wheels and fittings made for 1 lorry; 265 new frogs made, and 246 old ones repaired; 756 guard rails made, also 493 pairs of jog plates and 13 pairs of split rails made for switches. A large number of track tools were made and repaired. 65 new switches were made and 53 old ones repaired.

Special work done as follows:—

Part of the old round house was taken and fitted up as tin and coppersmith shop; the new extension to erecting shop was completed, drop table placed in the new drop pit house and other work done in connection with same. Two furnaces, 1 steam hammer and 1 crane installed in the new blacksmith shop; 4 new air reservoirs of 765 cubic feet capacity were erected in the different shops; 1 new furnace and 1 new crane were put in the boiler shop, and a new furnace built in the brass foundry. Work on building foundations and fitting up for new machinery which was purchased on capital account was done.

MONCTON CAR SHOPS.

The following cars were built new at Moncton:—

One first-class, 2 conductor's vans, 1 snow plough, 77 platform, 2 coal cars, to replace an equal number condemned, 51 of which were 60,000 lbs. capacity, to replace a similar number of cars of less capacity.

The following received heavy repairs:—

One official, 4 parlour, 17 sleeping, 4 dining, 47 first-class, 38 second-class, 11 second-class sleeping, 20 postal, 16 baggage, 1 auxiliary, 338 freight cars, 13 vans, 7 snow ploughs and 3 wing ploughs.

The following received light repairs:—

One official, 10 sleeping, 3 dining, 49 first-class, 28 second-class, 4 second-class sleeping, 10 postal, 10 baggage, 5,382 freight cars, 16 freight vans, 1 snow plough and 3 flanges.

The following were burnt off, repainted and varnished:—

One sleeping, 19 first class, 22 second class, 2 second class sleeping, 4 postal, 2 baggage cars.

The following were scraped, filled, stained and varnished:—

Two parlour, 4 sleeping, 8 first-class, 6 second-class, 2 second-class sleeping, 6 postal and 8 baggage cars.

The following were painted and varnished:—

Two second-class, 2 baggage, 14 freight vans, 1 auxiliary car.

The following were renovated and varnished:—

One official, 2 parlour, 9 sleeping, 3 dining, 19 first-class, 4 second-class, 7 second-class sleeping, 8 postal, 7 baggage and 1 freight van.

The following were repainted:—

One hundred and ninety-six box, 238 platform, 29 hopper, 13 gondola, 16 refrigerator, 5 cattle, 15 tank cars, 3 flangers, 2 wing and 9 snow ploughs.

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Special work done as follows:—

Thirty-eight new wooden trucks were built, and 137 Sterlingworth steel trucks were put under freight cars; 3,844 new, and 1,658 second hand chilled, and 390 steel tired wheels were pressed on axles; 756 new axles were turned; 758 freight cars were changed from link and pin drawbars to M.C.B couplers; 205 freight cars were equipped with Westinghouse air brake; 78 passenger cars had Westinghouse air brake changed from old automatic to emergency; 55 passenger cars were fitted with Westinghouse air signal appliances; 60 passenger cars were fitted with automatic air brake slack adjuster; 44 passenger cars were changed from the Miller to M.C.B. couplers; 8 passenger cars were fitted with Pintsch gas; 6 passenger cars were fitted with Pullman wide vestibules.

In addition to the lumber prepared for the above repairs, 480,000 feet were milled on store orders. Also a large amount of work done to freight and baggage car trucks, chairs, ticket cases, station furniture and footboards on account of Store No. 1. There were also 88 new hand cars built, and 5 repaired; 17 new push cars built and 8 received heavy repairs, for the maintenance of way department.

RIVIÈRE DU LOUP SHOPS.

Thirty-one locomotives received general, 9 heavy, 34 specific and 11 medium repairs. 10 boilers were patched, and 37 locomotives were retubed. 190 pairs of engine truck, tender and car wheels were turned, 95 pairs of driving wheels were turned; 19 pilots and 2 tender frames were made and put in service; 5,032 bolts were forged; 13,312 bolts and 3,094 studs were screwed; 43 engines and tenders were painted.

RICHMOND SHOPS.

Eleven locomotives received heavy, 2 medium and 104 specific repairs; 3 boilers and 6 fire boxes were patched; 12 boilers were retubed; 160 pairs of engine truck, tender and car wheels were turned; 11 pairs of driving tires were turned; 10 pilots and 1 tender frame were made and put in service; 32,600 bolts were forged; 39,500 bolts and 900 studs screwed.

WATER SERVICE.

Water service has been maintained in efficient condition all over the line.

SESSIONAL PAPER No. 20

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Locomotives and of the Various classes of Cars on July 1, 1902, and on June 30, 1903.

	THE VARIOUS CLASSES OF CARS.														Total	Steam Engines.	Total									
	Locomotives.	First Class Sleepers.	Second Class Sleepers.	Parlour.	Dining Cars.	First Class Passenger.	Second Class Passenger.	Postal and Smoking.	Express and Baggage.	Box.	Refrigerator.	Platform, 10, 15, 20 and 30 tons.	Oil Tank Cars.	Hoppers, 6 and 20 tons.				Gondolas, 15 and 20 tons.	Coal Cars, 20 tons.	Stock Cars.	Auxiliary and Tool Cars.	Vans.	Total	Snow Ploughs.	Wing Ploughs.	Flangers.	Steam Ploughs.	Total
On hand, serviceable, July, 1902	274	27	45	5	7	108	93	32	48	5,033	70	2,398	15	999	51	561	102	10	91	9,571	47	10	22	2	81	3
Condemned July, 1902	1	1	1	1	1	1	1	2	2	133	8	123	1	121	98	63	21	5	5	575	2	2	2	2	2	2
Total	286	27	45	5	7	109	93	32	50	5,186	84	2,521	15	999	152	624	123	10	99	10,146	49	10	22	2	83	3
Received on capital account	10									93		48	31	48												
Changed from gondolas to platform												48	15													
" large coal to platform												48	15													
" platform to tank cars												48	15													
Total	290	27	25	5	7	109	93	32	50	5,279	84	2,635	15	999	54	593	123	10	99	10,239	49	10	22	2	83	3
Condemned, July 1, 1902	1									133	8	123	1	121	98	63	21	5	5	575	2	2	2	2	2	2
" during the year	5	1	1	1	1	2	1	1	1	59	115	115	1	93	12	26	3	1	1	314	1	1	1	1	1	
Total	6	1	1	1	1	3	1	3	3	192	8	238	1	214	110	89	24	6	6	889	3	3	3	3	3	
Less rebuilt	3											149														
To be rebuilt	3	1	1	1	1	2	1	3	3	192	8	80		214	12	56	3	4	4	585						
Add serviceable	287	27	24	5	7	107	92	32	47	5,087	76	2,546	15	785	42	537	120	10	95	9,654	49	10	22	2	83	3
Total	290	27	25	5	7	109	93	32	50	5,279	81	2,635	15	999	54	593	123	10	99	10,239	49	10	22	2	83	3

* Add. + Deduct.

MONCTON, June 30, 1903.

JOHN SUTTON,
Mechanical Accountant.

3-4 EDWARD VII., A. 1904

B.—INTERCOLONIAL RAILWAY.
 STATEMENT of Locomotive and Car Mileage, Year ended June 30, 1903.

MONTHS.	LOCOMOTIVE MILEAGE.		CAR MILEAGE.				SHOW PLOUGH MILEAGE.	AVERAGE NUMBER OF CARS HAWLED PER MILE RUN BY ENGINES.	
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.		Passenger.	Freight.
1902.									
July	286,323	304,820	457,113	425,283	5,551,539	6,433,935	5.13	18.21	
August,	228,191	288,321	904,588	410,245	5,102,073	6,476,906	6.03	17.70	
September	221,399	293,035	450,443	404,601	5,206,486	6,621,530	6.12	17.97	
October	211,707	300,936	794,012	371,903	5,637,845	6,803,760	5.51	18.73	
November	196,034	296,713	707,313	342,940	5,445,835	6,496,088	5.36	18.35	
December	210,704	324,910	761,388	355,164	5,468,471	6,585,023	5.30	16.83	
1903.									
January	209,413	334,056	728,084	340,255	5,529,553	6,597,892	5.10	16.52	
February	189,679	318,362	631,430	311,596	5,149,198	6,092,221	4.97	16.17	
March	212,810	371,977	761,301	351,555	6,615,532	7,731,388	5.25	17.78	
April	206,132	350,280	707,522	349,172	6,255,114	7,371,809	5.41	17.87	
May	206,690	303,125	744,130	347,519	5,418,990	6,510,639	5.28	17.88	
June	223,610	305,073	800,945	397,390	5,210,825	6,469,159	5.63	17.05	
	2,552,692	3,792,808	9,631,270	4,407,623	66,651,461	80,690,353	5.50	17.57	

JOHN SUTTON,
Mechanical Accountant.

Month. June 30, 1903.

C.—INTERCOLONIAL RAILWAY.
 ABSTRACT of Locomotive Returns for Year ended June 30, 1903.

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.	
1902.												
July.....	64,527	675,539	22,813	27,411	12,013	10,928	10.47	7,564	4.00	1.78	1.62	
August.....	60,529	641,745	20,993	25,510	11,611	10,786	10.66	7,328	3.98	1.81	1.68	
September.....	62,223	612,238	22,315	25,579	11,543	10,812	10.32	7,783	3.98	1.79	1.68	
October.....	62,910	645,347	24,393	24,928	11,304	11,268	10.26	8,466	3.86	1.75	1.74	
November.....	60,996	619,213	24,399	25,078	11,385	11,176	10.15	8,826	1.65	1.84	1.80	
December.....	72,190	694,368	30,186	27,646	12,674	11,746	9.61	9,738	3.98	1.82	1.69	
1903.												
January.....	71,326	683,757	31,112	29,046	12,972	12,537	9.73	10,045	4.19	1.87	1.80	
February.....	70,882	661,839	29,753	28,977	12,814	11,298	9.31	10,069	4.38	1.93	1.69	
March.....	74,930	740,059	31,485	35,351	15,617	13,432	9.88	9,530	4.78	2.11	1.88	
April.....	68,996	698,962	28,556	33,762	15,502	13,394	10.13	9,152	4.83	2.22	1.94	
May.....	62,723	642,765	24,225	29,190	13,778	12,949	10.24	8,442	4.69	2.14	2.01	
June.....	64,716	663,548	24,986	31,300	14,762	12,697	10.25	8,404	4.70	2.21	1.82	
	796,948	8,019,320	315,218	343,878	158,915	143,653	10.06	8,863	4.29	1.94	1.79	

JOHN SUTTON,
Mechanical Accountant.

MONCTON, June 30, 1903.

3-4 EDWARD VII., A. 1904

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month from July 1, 1902, to June 30, 1903.

Month.	Miles run by Locomotives.	Superintendence.	Engines' Wages.	Fuel.	Oil and Waste.	Repairs to Engines, Tenders and Tools.	Water.	Engine Houses and Turn tables.	Total.	AVERAGE PER 100 MILES.													
										Superintendence.	Wages.	Fuel.	Oil and Waste.	Repairs.	Water.	Engines and Turntables.	Total.						
1902.																							
July.	675,539	1,970 77	43,869 02	74,368 35	2,016 83	37,768 53	5,786 84	2,974 79	168,755 13	29	6.49	11.01	.30	5.59	.86	44	24	38					
August.	641,745	2,096 91	42,591 36	65,729 38	2,107 74	34,732 36	1,845 52	2,359 19	151,462 46	32	6.64	10.24	.33	5.41	.29	37	23	60					
September.	642,238	2,173 38	39,289 29	70,787 50	1,857 27	42,398 30	4,630 95	3,041 67	164,178 36	34	6.12	11.02	.29	6.60	.72	47	25	56					
October.	645,347	1,226 74	42,212 32	80,991 11	2,305 00	39,800 30	3,282 74	3,424 13	173,242 34	19	6.54	12.55	.35	6.17	.51	53	26	84					
November.	619,213	1,140 64	40,702 34	82,256 08	2,712 75	38,487 01	4,733 48	4,231 09	174,263 39	18	6.57	13.29	.44	6.22	.76	68	28	14					
December.	694,306	1,250 29	47,283 92	103,262 50	2,670 49	42,860 25	5,901 59	6,344 73	209,573 77	18	6.81	14.87	.39	6.17	.85	91	30	18					
1903.																							
January.	693,757	1,167 08	44,429 63	114,346 63	3,176 06	37,299 63	5,017 64	7,641 00	213,077 47	17	6.40	16.48	.46	5.38	.72	110	30	71					
February.	661,839	1,115 95	41,686 50	106,420 34	2,716 81	38,229 64	3,950 29	5,811 83	199,922 39	17	6.30	16.08	.41	5.77	.60	88	30	21					
March.	740,059	1,190 79	46,387 93	111,885 31	3,637 16	28,438 09	3,511 89	5,651 38	290,762 55	16	6.27	15.12	.50	3.84	.47	76	27	12					
April.	698,962	1,124 79	42,454 42	112,210 94	3,198 57	36,591 18	2,136 96	5,464 26	293,181 12	16	6.07	16.06	.46	5.2	.31	77	29	07					
May.	642,765	1,159 80	46,063 05	93,891 33	1,435 76	9,766 59	850 48	2,143 38	149,310 40	18	6.23	14.61	.22	1.52	.13	34	23	23					
June.	663,548	1,444 72	42,191 32	95,575 85	1,987 30	21,495 15	2,501 22	3,232 82	168,431 38	22	6.34	14.41	.30	3.24	.38	49	25	38					
	8,019,320	17,061 86	513,160 91	1,111,725 32	29,881 77	407,861 03	44,149 60	52,320 27	2,176,160 76	21	6.40	13.86	.37	5.09	.55	65	27	13					

JOHN SUTTON,
Mechanical Accountant.

MONCTON, June 30, 1903.

SESSIONAL PAPER No. 20

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, Year ended
June 30, 1903.

The miles run by trains.....	6,345,500
" engines.....	8,019,320
" cars.....	80,690,353
" snow ploughs.....	71,566
Cost of locomotive power.....	\$ cts.
	2,176 160 76
Cost of car repairs—	
Repairs to passenger cars.....	152,672 78
" postal, express and baggage.....	33,002 79
" freight cars and vans.....	412,612 08
Oil and waste for packing.....	9,211 14
Repairs to snow ploughs and flangers.....	13,250 37
	620,749 16
The cost of locomotive power—	
Per 100 miles by train.....	34 29
" engine.....	27 13
" cars and ploughs.....	2 69
The cost of repairs to cars and ploughs—	
Per 100 miles by train.....	9 64
" engines.....	7 62
" cars and ploughs.....	75
The cost of oil and waste for packing—	
Per 100 miles by trains.....	0 14
" engines.....	0 11
" cars and ploughs.....	0 01
The cost of repairs to cars per 100 miles run by them—	
Passenger.....	1 58
Postal, express and baggage.....	74
Freight cars and vans.....	61
Ploughs and flangers.....	18 52

JOHN SUTTON,

Mechanical Accountant

MONCTON, June 30, 1903

3-4 EDWARD VII. A. 1904

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N.B., November 10, 1903.

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, 1903:—

- 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 a considerable decrease as follows:—

Earnings 1901-02.....	\$49,604 59
Earnings 1902-03.....	42,560 81
Decrease.....	\$7,043 78

The decrease was in both freight and passenger traffic.

The net earnings for the year were \$24,717.62.

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, 1903.

Previous Year.	Expenditure.	Year ended June 30, 1903.	Previous Year.	Earnings.	Year ended June 30, 1903.
§ cts.		§ cts.	§ cts.		§ cts.
16,376 27	Maintenance of way and works...	17,843 19	16,152 55	Passenger traffic...	14,747 39
33,228 32	Balance.....	24,717 62	32,300 20	Freight traffic....	26,661 58
			1,151 84	Mails.....	1,151 84
49,604 59		42,560 81	49,604 59		42,560 81

E. and O. E.,
MONTON, N.B., June 30, 1903.

T. WILLIAMS,
Chief Acct. and Treasurer.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE OF WAYS AND WORKS—Year ended June 30, 1903.

Previous Year.		Year ended June 30, 1903.
§ cts.		§ cts.
9,867 23	Repairs of track.....	11,427 84
197 38	Rails and fastenings.....	372 96
3,937 59	Ties.....	1,972 67
670 53	Bridges.....	584 36
66 78	Signals.....	22 14
201 78	Culverts, cattle guards, &c.....	544 66
	Wharf at Windsor.....	617 80
518 28	Buildings and platforms.....	477 36
0 90	Hand cars and trollies.....	14 63
339 75	Removing snow and ice.....	337 54
209 66	Tools and repairs of same.....	170 20
223 24	Fencing.....	617 65
570 15	Accountant's office and expenses.....	637 11
81 32	Miscellaneous.....	46 27
16,376 27		17,843 19

E. and O. E.,
MONTON, N.B., June 30, 1903.

T. WILLIAMS,
Chief Acct. and Treasurer.

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL BALANCE, Year ended June 30, 1903.

DR.

CR.

		\$	cts.			\$	cts.
1903.				1903.			
June 30.	To Stores.....	364	54	June 30.	By Dominion Account. . . .	613	78
	Old Rails.....	141	04				
	D. A. Ry.....	108	20				
		<hr/>				<hr/>	
		613	78			613	78

E. & O. E.,
MONCTON, N.B., June 30, 1903.

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.		
	\$	cts.	\$	cts.	\$	cts.		
1902—July.....	1,786	63	2,109	72	96	91	3,993	26
August.....	2,091	22	1,684	77	96	91	3,872	90
September.....	2,619	48	2,408	02	96	90	5,124	40
October.....	1,425	09	3,386	78	96	91	4,909	78
November.....	889	39	2,962	64	96	91	3,948	94
December.....	905	31	2,065	37	96	90	3,067	58
1903—January.....	655	59	2,146	20	94	46	2,896	25
February.....	612	09	1,654	15	94	45	2,360	69
March.....	731	96	2,107	26	94	45	2,933	67
April.....	934	18	2,188	50	95	68	3,218	36
May.....	902	03	2,065	69	95	68	3,063	40
June.....	1,193	42	1,882	48	95	68	3,171	58
	<hr/>		<hr/>		<hr/>		<hr/>	
	14,747	39	26,661	58	1,151	84	42,560	81

E. & O. E.,
MONCTON, N.B., June 30, 1903.

T. WILLIAMS,
Chief Accountant and Treasurer

SESSIONAL PAPER No. 20

WINDSOR BRANCH RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., Sept. 16, 1903.

SIR,—I have the honour to submit herewith the report of the maintenance of the Windsor Branch, for the year ending June 30, 1903.

TRACK.

During the past year 1,053 feet of 4-inch and 4½-inch rails were taken out of track, and 1,053 feet of the same sized rails were cut and re-laid.

TIES.

8,318 ordinary ties have been renewed during the year.

BALLASTING.

2,937 cubic yards of ballast were distributed and put under during year.

SEMAPHORES AND SWITCHES.

During the year one new switch was put in, and necessary repairs were made to the existing semaphores and switches throughout the line.

FENCING.

520 rods of new Page wire fence was built during the year, and repairs made to existing fences where necessary.

BUILDINGS AND PLATFORMS.

Repairs.

Beaver Bank, station.
Mount Uniacke, platform.
Mount Uniacke, freight house, glass in windows.
Mount Uniacke, station, inside woodwork.
Mount Uniacke, cattle pen.
Windsor Junction, platform.
Windsor Junction, freight shed.
Windsor Junction, station.
Windsor Station, platform.
Windsor Station, station.
Windsor Station, freight house, glass in window.
Windsor Station, engine shed.
Windsor Station, freight platform.
Windsor Station, cattle pen.
Hartville, platform.
Ellershoushe, platform.
Waverly, platform.
Waverly, station, glass in windows.
South Uniacke, platform.
Newport, freight shed.

3-4 EDWARD VII., A. 1904

FROM WORK

Beaver Bank, platform, 109 feet long by 12 feet wide.
 Beaver Bank, cellar wall.
 Beaver Bank, water closet.

BRIDGES AND CULVERTS.

Mount Uniacke, small bridge.
 Daley's, bridge.
 Sharp's, bridge.
 Fletcher's, bridge.
 Hibbert's, culvert.
 Bushy Hill, culvert.
 Bushy Hill, culvert.
 Mount Uniacke (west of), culvert.
 Stillwater (east of), culvert.
 Between Newport and Windsor, culvert (2).

NEW WORK.

Mount Uniacke, box culvert (wooden).
 South Uniacke, box culvert (wooden).
 Beaver Bank, box culvert (wooden).
 Different points, box culvert (6) (wooden).

WHARFS AND TRESTLES.

Repairs.

Windsor, wharf.

GENERAL.

Repairs have been made to cattle-guards and crossings where required.

SIDINGS.

Windsor (east of), Standard Oil Company, 189 feet.
 I have much pleasure in stating that this branch is in good order.

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, N.B.

SESSIONAL PAPER No 20

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., November 12, 1903.

SIR,—I have the honour to submit the following reports on the working of the Prince Edward Island Railway for the fiscal year ended June 30, 1903.

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 \$829,414.18. This makes the total cost of the railway on June 30, 1903, \$5,429,239.33.

Of the expenditure during the year, \$340,852.46 was for the construction of the Murray Harbour Branch, and \$459,139.28 for the Hillsborough bridge, which is a part of that branch.

The results of operating the railway are much more favourable than last year.

The working expenses being \$259,637.82, and the gross earnings, \$217,714.24, a loss of \$41,923.58, as compared with the previous year, when the loss was \$72,160.04.

The gross earnings increased \$19,714.30 over last year. One half of the increase was in passenger traffic, and the other half in freight traffic.

There was a decrease of \$10,522.15 in the working expenses compared with last year.

The permanent way and works, and the rolling stock are in a state of efficiency.

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

D. POTTINGER,
General Manager, Government Railways.

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

3-4 EDWARD VII., A. 1904

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,
 MONCTON, N.B., September 23, 1903.

SIR,—I have the honour to submit the following report on Capital Account expenditures for the fiscal year ending June 30, 1903.

MURRAY HARBOUR BRANCH.

The roadbed, masonry and structures are practically completed between Mutch's Point and Murray river, a distance of 42'26 miles, except the placing of permanent iron bridges at Beaton's Mill, McLeod's Brook and Quarry Gulch. Wooden trestles now carry the track over these places, which trestles will later be used as false work for placing the iron in position. Thirty-two miles of ballasting and 23½ miles of tracklaying remain to be done.

A crib wharf 22 feet by 200 feet, sheathed with creosoted material, has been built at Murray river, and the space between it and the shore filled in with earth to provide a loading yard. In March, 1903, plans and specifications were prepared for all of the station houses and other buildings required.

HILLSBOROUGH RIVER BRIDGE.

At the north approach, a line of piles have been driven, 4 feet centre to centre, along a line of each toe of the embankments, 68 wooden cribs 16 feet square, filled with stones, have been placed inside the piles, and about 12,500 cubic yards of dredged material placed on the site of the embankment.

ABUTMENT 'A.'

The site is being prepared by dredging and blasting. The pneumatic caisson is on the ways and is completed to the twelfth course of timber. A passage for the caisson has been dredged from the channel to the site of the abutment. Piers 0 to 5—both inclusive—are completed and rip-rapped. Piers 6 and 7 : sites are being prepared by dredging and blasting. The pneumatic caissons are floating and partially filled with concrete. Piers 8 to 10—both inclusive—completed.

ABUTMENT 'B.'— $\frac{7}{8}$ COMPLETED.

A large quantity of stone for rip-rap and slopes of embankment approaches has been delivered.

On March 3, 1903, tenders were asked for a 205 foot swing span, also steel-work for floor, sidewalks and railings of the whole bridge. The contract was awarded to the Dominion Bridge Company on May 18, 1903.

On April 30, 1903, tenders were asked for the transportation of twelve 204 foot bridge spans to Charlottetown, and placing eleven spans on masonry, together with the erection and completion of floors, sidewalks, railing, swing rests, &c.

To straighten the line near Blueshank.—The greater part of the earth work in cuttings and embankments has been completed.

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

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

WM. B. MACKENZIE,
 Chief Engineer.

SESSIONAL PAPER No 20

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN. P.E.I., August 24, 1903.

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, 1903.

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, 1902, was..... \$4,599,825 15

The additions during the year were as follows:—

Steel rails.....	13,400 00
New station at Georgetown.....	6,198 35
Addition to freight house at Mount Stewart.....	799 99
Addition to freight house at Morell.....	397 85
To increase accommodation at Charlottetown.....	5,129 41
To straighten line near North Wiltshire....	999 90
To widen wharf at Summerside.....	1,499 62
To straighten line near Blue Shank.....	997 32
Hillsborough bridge....	459,139 28
Murray Harbour Branch.....	340,852 46

Making the total cost on June 30, 1903..... \$5,428,239 33

Steel rails.—Good serviceable second-hand rails, 56 lbs. to the yard, were purchased from the Intercolonial Railway, and laid in the track in place of 40 lb. iron rails.

New station at Georgetown.—A new station was built on a new site obtained near the head of the wharf and close to the landing of the Montague ferry. Messrs. J. M. Clark & Company, of Summerside, were the contractors.

Addition to freight house at Mount Stewart.—A part of the old station was converted into a ladies' waiting room and a baggage room, and a new freight shed was erected by Messrs. J. M. Clark & Company, contractors, of Summerside.

Addition to freight house at Morell.—A new freight shed was erected by Messrs. J. M. Clark & Company, contractors, of Summerside.

To increase accommodation at Charlottetown.—To provide a suitable berth for the Manchester Traders' steamers at the railway wharf, 2,640 cubic yards of dredging was done by Mr. M. J. Haney, contractor, and the wharf was strengthened. A roadway was built on the face of the breastwork opposite the machine shops.

To straighten line near North Wiltshire.—This betterment consisted of lessening the grade from 1.25 per cent to 1.07 per cent, of reducing the curvature from 8 to 4, of obtaining more ground for snow fence purposes, and in diminishing the length of the track by 50 feet. The new work consisted of 2,450 feet of track.

To widen wharf at Summerside.—This work is fully explained under the head of wharfs.

To straighten line near Blue Shank.—Part of this work is completed, and the trains are running over it. The balance, consisting of some grading, track-laying and ballasting, will extend into the current year.

Hillsborough bridge.—Particulars are given by the chief engineer in his report.

Murray Harbour Branch.—Particulars are given by the chief engineer in his report.

....

REVENUE ACCOUNT.

The earnings show a very substantial increase. Trade in general was good throughout the province.

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

Gross earnings.....	\$217,714 24
Working expenses.....	259,637 82
	<hr/>
Difference.....	\$ 41,923 58

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

In 1902-1903.....	\$217,714 24
1901-1902.....	197,999 93
	<hr/>
Increase.....	\$ 19,714 31

The earnings from passenger traffic compare as follows:—

In 1902-1903.....	\$ 95,237 12
1901-1902.....	85,086 44
	<hr/>
Increase.....	\$ 10,150 68

The earnings from freight traffic compare as follows:—

In 1902-1903.....	\$106,519 72
1901-1902.....	95,577 79
	<hr/>
Increase.....	\$ 10,941 93

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The earnings from mails and sundries compare as follows:—

In 1902-1903.....	\$ 15,957 40
1901-1902.....	16,335 70
Decrease.....	\$ 378 30

The number of passengers carried compare as follows:—

In 1902-1903.....	205,265
1901-1902.....	184,748
Increase.....	20,517

The weight of freight carried compares as follows:—

	<i>Tons.</i>
In 1902-1903.....	80,582
1901-1902.....	75,381
Increase.....	5,201

WORKING EXPENSES.

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

In 1902-1903.....	\$259,637 82
1901-1902.....	270,159 97
Decrease.....	\$ 10,522 15

Notwithstanding the increase in wages paid, the large expenditure in the renewal of bridges and wharfs, and various other betterments, the total expenditure was largely reduced.

The averages compare with the previous year as follows:—

Per mile run by engines.

	<i>Cents.</i>
In 1902-1903.....	66'58
1901-1902.....	76'77

Per mile run by trains.

In 1902-1903.....	89'14
1901-1902.....	98'65

Expenditure per mile of railway.

In 1902-1903.....	\$1,242 29
1901-1902.....	1,292 63

TRACK.

Forty-six thousand ordinary railway ties, 20 sets of switch ties, and 40 switch head-blocks with frames were renewed during the year, and 1,400 cull ties used in yards and sidings. Twenty-five miles of track was relaid with 56 lb. steel rails to replace 40 lb. iron rails, and 10 steel frogs put in to replace iron rail frogs.

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SIDINGS.

At Piusville, siding was extended 118 feet.
Ashton siding was moved on opposite side of track and rebuilt.
Georgetown, a new siding was laid, 550 feet long.

FENCING.

There were 79,065 feet of Page wire erected on new cedar posts; 3,420 feet barbed and web wire, and 5,333 feet of snow fence rebuilt, and repairs made to all fences where needed; 100 farm gates were renewed.

BALLASTING.

1,222 cars ballast were distributed in places where most needed, and 339 cars of clay were used in widening embankments and grading station yards.

BRIDGES AND CULVERTS.

Huntley River bridge, between Alberton and Tignish, a wooden structure, was replaced with a 70-foot steel plate girder with standard top, and the embankments were raised to suit the bridge. This required about 200 cars of clay.

At Wellington a 55-foot steel girder was erected to replace a wooden structure, and raised four feet higher than the old one. The abutments were built of concrete. Materials used: 125 barrels cement, 56 tons of sand, 94 tons broken stone, 24 iron rails, 700 feet hemlock plank, 8 piles 18 feet long, 50 cubic feet of 12-in. x 12-in. hemlock, 7 cars hard stone, 1 keg 6-in. cut spikes, and 200 cars clay.

At St. Nicholas a 20-foot span wooden bridge was rebuilt with an iron girder and standard top. The material used was: 8 piles 15 feet long, 2 pieces hard pine 14-in. x 14-in x 15 feet long, 1 car hard stone, 10 butt bolts, 4 iron plates and 24 screw bolts.

At Barbara Weit a 20-foot span wooden structure was replaced with an iron span.

At Cardigan, Scrimgeour's bridge, a wooden structure of 20-foot span, was replaced with four iron girders and a standard top.

At Perth a 20-foot span wooden bridge was converted into a culvert, with opening 6 x 4, built with cedar and covered with old iron rails.

At 48 Road, bridge of 20-foot span, wooden stringers renewed, and new top put on with bent in centre.

All other bridges received necessary repairs.

Twenty-seven wooden culverts were rebuilt with cedar, and six with cast-iron pipe that were formerly of wood and earthenware.

Twenty-six cattle-guards were rebuilt.

WHARFS AND BREASTWORKS.

At Summerside the following material was used in making repairs to and widening the wharf: 15 pieces hard pine, 12 in. x 12 in. x 30 ft. long, 35 round hemlock piles 30 feet long, 12 round hardwood piles 30 feet long, 709 feet hardwood plank, 78 pieces 12 in. x 12 in. x 17 ft. long, 4,200 lineal feet hemlock plank, 430 butt bolts, 100 screw bolts, 4 kegs 6-in. cut spikes.

At Georgetown, repairs were made to wharf, and the following materials were used: 11 tons 12-in. x 12-in. hemlock, 13 piles 30 feet long, 80 butt bolts, and five cars of brush.

At Charlottetown, the following material was used in making repairs to wharf: 12 piles 30 feet long, 56 tons 12-in. x 12-in. hemlock, 130 screw bolts, 300 butt bolts, 52 iron plates and clamps with screw bolts 26-in. x $\frac{3}{8}$ -in., 105 pieces old iron rails 3 $\frac{1}{2}$ feet long, five cars brush, and five cars ballast. In constructing breastwork, the following

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material was used : 675 cubic feet 12-in. x 12-in. hemlock, and 75 iron butt bolts 20-in. x 1-in.

A roadway was constructed at Charlottetown, for which the following material was used : 27,400 feet hemlock plank, 16,800 feet hardwood plank, 3,854 cubic feet 12-in. x 12-in. hemlock, 115 piles 18 feet long, 1,200 feet spruce plank, : 560 butt bolts. 11 kegs 6-in. cut spikes and nails, 89½ tons of stone, and 468 loads of earth.

BUILDINGS AND PLATFORMS.

Tignish.—New roof was put on baggage-room.

Alberton.—Roof of agent's dwelling was reshingled.

Elmsdale.—A portion of waiting-room was converted into a ticket office.

Bloomfield.—New sills placed under station, and necessary repairs made to building.

O'Leary.—Platform extended 50 feet.

Conway.—Ticket office built in station.

Ellerslie.—Cattle pen 20 feet by 50 feet erected.

Port Hill.—New floors laid in waiting room and agent's dwelling.

Summerside.—Coal shed roof was double boarded on one side, and new building erected in hog pen.

Kensington.—Platform extended 100 feet, and repairs made to agent's dwelling. A new cattle pen 20 feet by 60 feet was built, and raised so that cattle may be loaded on a level with cars.

Emerald.—A new floor was laid in kitchen of agent's dwelling, and necessary repairs made to dwelling.

Cape Traverse.—New roof put on engine house to replace old one, which was blown off by gale of wind. New pit built in engine house, and repairs made to turntable.

Kinkora.—Temporary cattle pen erected.

Hunter River.—New floor was laid in waiting room, roof of kitchen reshingled, and necessary repairs made to agent's dwelling.

Royalty Junction.—New kitchens added to agent's dwelling and sectionman's house.

York.—Kitchen erected to section foreman's dwelling.

Mount Stewart.—New floor laid in office, and counter built for agent. Old freight house converted into a ladies' waiting room and baggage room. New freight house 25 feet by 60 feet built.

Morell.—Roof of verandah of station reshingled. Freight house 20 feet by 40 feet built.

St. Peter's.—Roof of station house reshingled.

Souris.—Roof of freight house on wharf and roof of freight house at station reshingled.

Georgetown. —A new station house was built on a foundation of concrete piers. Material used for foundation : 18 barrels cement, 8 tons sand, and 11 tons broken stone.

Charlottetown.—A new street crossing was made in front of station house, for which the following material was used: 1,320 feet hemlock plank, 7 pieces 6 inch by 6 inch by 10 feet hemlock timber, and 1 keg of 6 inch cut spikes.

STORES.

The value of stores purchased, including rails, was.	\$227,592 73
The value of stores used was.	254,594 89
The value of old material sold was.	7,395 78

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

Ordinary stores.....	\$ 31,960 81
Fuel.....	25,079 99
Steel rails and fastenings.....	1,799 37
Old material for sale.....	49,158 98
	\$107,999 15

GENERAL.

The rolling stock, roadbed 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, Canadian Government Railways,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT,
CHARLOTTETOWN, P.E.I., August 1, 1903.

SIR,—I beg to submit for your information the following statement of the operation of the mechanical department for the year ending June 30, 1903.

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

LOCOMOTIVES.

Ten engines received heavy repairs, and eight specific repairs.

One engine had its cylinders bored out, received new pistons, crossheads, motion, fire-box and tube sheet, and had all running gear renewed. Six engines received new pistons, balance valves and slides. One engine received new driving boxes, and all new brasses. Six engines received new straps and bolts on side rods and new truck boxes, and had all running gear renewed. Two engines received new extension smoke boxes. Eight locomotive smokestacks were built. 1,600 tubes were pieced and put in locomotives. Six pop valves, 4 whistles and 100 sets of steam packing were made. Twelve injectors, 1 cab, 4 pilots, 3 tender houses, 2 tenders and tender trucks were rebuilt, and 4 tenders and 2 cabs largely rebuilt. 317 wheels were bored and pressed on axles. 150 axles, 18 sets of driving wheels, and 8 sets of truck wheels were turned. Forty sets of new truck boxes were fitted up, and spring covers adjusted. 4,000 pounds of nuts were tapped. 105,297 pounds of iron and 1,200 pounds of steel were forged. 130 driving and truck springs were repaired, and 40 new driving and truck springs made. A set of boiler plate rolls was purchased from the Intercolonial Railway and erected in the shops.

BRASS FOUNDRY.

Output : 891 car bushings, 129 battery zincs and 3,227 pounds of brass castings, making in all 10,914 pounds of castings

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PAINT SHOP.

Three first-class cars, 2 second-class cars, 2 postal and baggage cars combined, 2 baggage cars, 20 box cars, 25 platform cars, 10 locomotives, 7 stations, 200 crossing sign-boards, and 109 box car roofs were painted.

Eight first-class cars, 2 second-class cars, 3 baggage cars, and 2 locomotives were cleaned and varnished.

CAR SHOP.

One postal and smoking car combined, one postal and baggage car combined, and ten box cars were built and charged to capital account.

One baggage car, 14 platform cars, and 1 stock car were rebuilt.

Four snow ploughs, 18 box cars, 20 platform cars, 4 first-class cars, and 6 second-class cars received heavy repairs.

Five first-class cars, 4 baggage cars, 20 box cars and 25 platform cars received light repairs.

A new dryer for drying lumber for car work was built, which has proved a great help in facilitating this part of the work.

ROAD AND TRAFFIC DEPARTMENTS.

Two second-hand steel plate girder bridges, each 55 feet in length, were braced and riveted together, one of which was lengthened 16 feet.

Eight cattle stages, 33 loading platforms, 3 freight trucks, 6 hand-cars, 8 snow scrapers, 18 coal wagons, 3 ticket cases, 2 baggage trucks, 60 barrels of plugs, 3 boxes, 7 frogs and 6 sets of switch gear were made. Sixteen switch frames were made and mounted.

Six frogs and 10 sets of switch gear were repaired, and various other ordinary repairs made.

I am pleased to say that we are in a better position to do our work than in the past, except that our shops are entirely too small for the amount of work we have to perform, which is a great inconvenience.

W. S. POOLE,
Mechanical Superintendent.

G. A. SHARP,
Supt. P. E. I. Railway,
Charlottetown, P.E.I.

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No. 1—PRINCE EDWARD ISLAND RAILWAY.

DR.		CAPITAL ACCOUNT.		CR.			
1902.		\$	cts.	1902.	\$	cts.	
June 30.	To cost of road and equipment to date.....	4,599,825	15	June 30.	By Dominion of Canada.....	4,599,825	15
1903.				1903.			
June 30.	To expenditure, year ended June 30, as follows:—			June 30.	" "	829,414	18
	Addition to freight house at Morell. \$	397	85				
	Addition to freight house at Mt. Stewart.....	799	99				
	Straightening line at Blushank..	997	32				
	Straightening line at North Wiltshire.....	999	90				
	Widening wharf at Summerside.	1,499	62				
	Increased accommodation, Charlottetown....	5,129	41				
	New station at Georgetown....	6,198	35				
	Steel rails....	13,400	00				
	Murray Harbour Branch.....	340,852	46				
	Hillsborough Bridge.....	459,139	28				
		829,414	18				
		5,429,239	33			5,429,239	33

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1903.

Accountant and Auditor.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

DR.		REVENUE ACCOUNT for Year ended June 30, 1903.		CR.	
Previous Year.	Expenditure.	Year ended June 30, 1903.	Previous Year.	Receipts.	Year ended June 30, 1903.
\$		\$	\$		\$
cts.		cts.	cts.		cts.
76,193	Locomotive power, per Abstract No. 1.....	73,052	85,086	Passenger traffic.....	95,237
20	Car expenses, per Abstract No. 2.....	05	44	Freight traffic.....	106,519
44,347	Maintenance way and works, per Abstract No. 3.....	05	79	Mails and sundries.....	15,957
99	Station expenses, per Abstract No. 4.....	05	70		40
99,080	General charges, per Abstract No. 5.....	13	197,999	Total receipts...	217,714
81	Totals.....	259,637	04	Balance.....	41,923
81		82	72,160		58
37,920			93		
98			04		
12,616					
99					
270,159					
97					

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1903.

Accountant and Auditor.

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No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER.—(Abstract No. 1).

Previous Year.	Details.	Year ended June 30, 1903.
§ cts.		§ cts.
2,289 31	Mechanical superintendent's salary, clerks, office and travelling expenses..	2,406 38
21,646 26	Wages of drivers, firemen and cleaners.....	24,033 50
29,429 13	Fuel.....	23,082 65
1,485 08	Oil, tallow, waste and small stores.....	1,913 55
18,715 63	Repairs to engines, tenders and engine tools.....	18,486 21
600 54	Water, including pump and tank repairs.....	951 16
2,027 25	Miscellaneous.....	2,178 60
76,193 20	Totals.....	73,052 05

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1903.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES.—(Abstract No. 2).

Previous Year.	Details.	Year ended June 30, 1903.
§ cts.		§ cts.
5,352 53	Repairs to passenger cars.....	6,354 23
1,177 85	Repairs to postal, express and baggage cars.....	5,822 78
10,032 40	Repairs to freight cars and vans.....	9,858 09
1,170 35	Repairs to snow ploughs and flangers.....	611 90
21,061 48	Wages of conductors, train baggage masters and brakemen.....	21,743 64
595 91	Oil and waste for packing.....	594 79
3,576 86	Small stores and fuel.....	3,548 04
1,380 61	Miscellaneous.....	1,414 58
44,347 99	Totals.....	49,948 05

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1903,

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No. 5.—PRINCE EDWARD ISLAND RAILWAY.

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

Previous Year.	Details.	Year ended June 30, 1903.
§ cts.		§ cts.
321 08	Engineer's salary, clerks, office and travelling expenses	334 91
44,487 62	Wages in repairing roadway, fences and semaphores.....	45,095 35
4,021 55	Rails, chairs and spikes.....	5,070 20
24,823 44	Ties.....	12,200 15
5,988 36	Timber and lumber for repairs to bridges, cattle guards, &c.....	3,378 92
6,813 06	Repairs to wharfs.....	2,851 39
10,172 30	Repairs to buildings and platforms.....	6,285 96
1,585 23	Repairs to tools.....	1,654 38
868 12	Clearing ice and snow.....	4,480 87
99,080 81	Totals	81,352 13

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1903.

Accountant and Auditor

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended June 30, 1903.
§ cts.		§ cts.
29,104 76	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yardmasters, switchmen, watchmen and labourers	33,771 43
8,816 22	Fuel, oil, light, stationery and other incidental expenses.....	8,532 64
37,920 98	Totals	42,304 07

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1903.

Accountant and Auditor.

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No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.	Details.	Year ended June 30, 1903.
§ cts.		§ cts.
6,443 63	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses	6,774 85
4,996 60	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses	5,180 57
294 01	Advertising	296 90
377 94	Damages to men, animals and goods	337 55
371 74	Telegraph expenses (not including pay to operators)	309 40
133 07	Miscellaneous	82 25
12,616 99	Totals	12,981 52

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1903.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF GENERAL STORES ACCOUNT, Year ended June 30, 1903.

1902.	DR.	§ cts.	§ cts.	§ cts.
June 30..	To balance brought forward			66,978 94
1903.				
June 30..	Purchases during the year, including rails		227,592 73	
	Charges from other departments		74,173 15	
	Pay rolls		1,245 00	
				303,010 88
	CR.			369,989 82
June 30..	By issues during the year			261,990 67
	Balance			
	{ Ordinary stores	31,508 31		
	{ Fuel	25,079 99		
	{ Rails and fastenings on hand	50,958 35		
	{ Old material serviceable	452 50		
				107,999 15

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1903.

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No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR.	GENERAL BALANCE.		CR.		
	\$	cts.	\$		
General stores	107,999	15	Dominion account	121,292	45
Cash	2,790	97	Intercolonial Railway	3,631	43
Stations	1,893	52	John McDougall & Company	878	75
Post Office Department	7,717	80	Rhodes, Curry & Company	631	13
Militia Department	1,564	19	Thomas Campbell	749	87
Anglo-American Telegraph Company..	46	43	Through ticket ledger..	211	71
Judge Weatherbie	30	00			
Sidney Grey	30	00			
Railway Extension, Charlottetown....	812	83			
B. & M. Rattenbury	76	20			
Accident Insurance	1,524	70			
M. J. Haney	2,999	55			
Total	127,395	34	Total	127,395	34

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1903.

Accountant and Auditor.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Years ending June 30, 1902 and 1903.

Details.	1903.	1902.
Mileage of railway open.....	209	209
Engine mileage.....	389,953	351,907
Train mileage.....	291,263	273,832
Car mileage.....	1,745,365	1,658,968
Receipts per engine mile	55·83	56·26
" mile of railway	1,041·69	947·36
Percentage of passenger earnings to gross receipts.....	43·74	42·97
" freight	48·93	48·78
" other	7·33	8·25
Expenses per engine miles—		
Drivers, firemen and cleaners' wages	6·16	6·15
Fuel	5·92	8·36
Oil, tallow, waste and small stores.....	·49	·42
Repairs to engines	4·74	5·32
Water and tank repairs	·24	·17
Miscellaneous.....	·56	·58
	18·11	21·00
Mechanical superintendent's salary, office and travelling expenses.....	·62	·65
Total	18·73	21·65
Locomotive power, per engine mile.....	18·73	21·65
Car expenses.....	12·81	12·60
Maintenance of way and works, per engine mile.....	20·86	28·16
Station expenses.....	10·85	10·77
General charges.....	3·33	3·59
Total	66·58	76·77
Locomotive power, per train mile.....	25·08	27·82
Car expenses.....	17·15	16·19
Maintenance of way and works	27·93	36·18
Station expenses.....	14·52	13·85
General charges	4·46	4·61
Total per train mile.....	89·14	98·65
Working expenses, per mile of railway. ..	1,242·29	1,292·63

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A.—PRINCE EDWARD ISLAND RAILWAY.
MECHANICAL DEPARTMENT.

STATEMENT of Cost of Locomotive Power for the Year ended June 30, 1903.

MONTHS.	Miles run by Engines, less Ballasting.	COST OF										AVERAGE PER 100 MILES.									
		Mechanical Superintendents' Salaries, Clerks and Office Expenses.	Enginemen's Wages.	Fuel.	Oil, Waste, &c.	Repairs.	Water.	Engine Houses and Turntables.	Total.	Mechanical Superintendents' Salaries, &c.	Enginemen's Wages.	Fuel.	Oil, Waste, &c.	Repairs.	Water.	Engine Houses and Turntables.	Total.				
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.				
1902—July.....	35,459	193 68	2,036 70	1,939 90	133 99	1,303 74	162 22	109 86	5,880 03	0 54	5 74	5 47	0 38	3 68	0 46	0 31	16 58				
August.....	33,022	218 83	2,018 70	1,799 31	153 96	1,347 24	33 30	136 62	5,707 96	0 66	6 11	5 46	0 47	4 08	0 10	0 41	17, 28				
September.....	32,624	195 93	1,962 43	2,006 04	157 49	1,254 13	158 80	111 41	5,846 23	0 59	6 01	6 14	0 49	3 85	0 49	0 35	17 92				
October.....	33,213	194 76	1,962 40	2,241 23	145 47	1,616 56	28 68	145 89	6,334 99	0 59	5 90	6 74	0 44	4 87	0 09	0 44	19 07				
November.....	32,313	194 79	1,833 30	2,200 80	148 05	1,818 12	27 93	225 19	6,448 18	0 60	5 67	6 81	0 45	5 63	0 09	0 70	19 95				
December.....	38,580	196 84	2,248 52	2,884 44	225 94	1,898 26	160 49	313 97	7,428 46	0 51	5 82	7 47	0 58	4 93	0 42	0 82	20 55				
1903—January.....	30,593	201 63	2,181 44	2,343 75	188 21	2,085 86	0 97	239 00	7,240 86	0 66	7 11	7 66	0 62	6 82	0 01	0 78	23 66				
February.....	29,060	199 16	2,182 87	2,539 20	195 80	1,589 17	34 98	266 13	7,007 31	0 68	7 51	8 74	0 67	5 47	0 13	0 92	24 12				
March.....	30,631	199 64	2,033 42	2,206 95	171 61	1,785 58	23 39	216 43	6,637 02	0 65	6 63	7 20	0 56	5 82	0 07	0 70	21 63				
April.....	29,213	195 08	1,872 11	2,079 35	151 92	1,598 89	164 05	124 80	6,186 20	0 66	6 41	7 11	0 52	5 47	0 57	0 43	21 17				
May.....	32,844	203 41	1,964 41	578 92	156 03	1,336 75	7 82	106 79	4,353 63	0 62	5 98	1 77	0 47	4 07	0 02	0 32	13 25				
June.....	32,401	212 63	1,737 20	262 76	85 08	851 91	150 00	181 60	3,481 18	0 66	5 36	0 81	0 26	2 63	0 46	0 56	10 74				
Totals	380,953	2,406 38	24,633 50	23,082 65	1,913 55	18,486 21	952 13	2,177 63	73,032 05	0 62	6 16	5 92	0 49	4 74	0 24	0 56	18 73				

S. F. HODGSON,
Mechanical Accountant.

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B.—PRINCE EDWARD

MECHANICAL

STATEMENT of the Performance and Consumption

Months.	Hours in steam.	Train Mileage.				Mileage by Engines.			
		Passenger.	Freight and Mixed.	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1902—July.....	4,282	12,883	14,247	3,555	196	30,881	449	8,134	39,464
August.....	3,865	11,197	14,232	3,380	98	28,907	155	7,948	37,010
September.....	3,841	10,887	14,096	3,121	272	28,376	223	7,596	36,195
October.....	3,842	10,268	15,583	1,513	.....	27,364	.....	7,702	35,066
November.....	3,498	8,336	15,991	531	55	24,913	60	7,976	32,949
December.....	4,308	8,880	17,345	195	1,534	27,954	203	10,618	38,775
1903—January.....	3,512	6,606	14,673	180	55	21,514	24	9,235	30,773
February.....	3,469	6,523	11,676	.....	3,081	21,280	340	7,440	29,060
March.....	3,669	8,566	13,370	.....	112	22,048	230	8,353	30,631
April.....	3,331	8,044	13,451	352	.....	21,847	136	7,607	29,590
May.....	3,720	10,247	14,041	1,174	.....	25,462	32	8,669	34,163
June.....	3,748	10,561	14,157	1,333	26,051	98	7,870	34,019
Totals.....	45,085	112,998	172,862	15,334	5,403	306,597	1,950	99,148	407,695

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ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for the year ended June 30, 1903.

Total Mileage.		Average of Cars per Mile run with train.		Average Mileage.		Consumption.				Consumption per 100 Miles run by Engines.			
Cars.	Snow Ploughs.	Miles to one hour in steam.	Of cars to one of 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.		
198,857	.....	6'48	9'45	5'77	509	1,728	444	612	2,889	4'37	1'12	1'55
181,202	.....	6'28	9'58	4'62	454	1,765	508	592	2,747	4'76	1'37	1'59
183,695	.....	6'54	9'61	5'07	500	1,824	422	621	3,094	5'04	1'16	1'71
178,115	.....	6'50	9'12	5'07	533	1,614	368	583	3,404	4'60	1'05	1'66
154,633	.....	6'22	9'42	4'69	443	1,476	360	568	3,011	4'47	1'09	1'72
161,671	3,292	6'12	9'00	4'17	640	2,084	556	710	3,697	5'37	1'43	1'83	
129,611	2,186	6'04	8'76	4'21	526	1,824	408	561	3,731	5'92	1'33	1'82	
85,837	8,548	4'72	8'38	2'95	564	1,954	468	515	4,347	6'72	1'61	1'77	
120,840	.....	5'50	8'35	3'94	472	1,712	284	598	3,451	5'59	0'92	1'95
132,603	.....	6'06	8'88	4'51	462	1,564	300	513	3,497	6'11	1'01	1'73
157,869	.....	6'19	9'02	4'62	486	1,652	332	548	3,186	4'83	0'96	1'60
163,691	.....	7'04	9'14	4'81	476	1,503	328	554	3,134	4'42	0'96	1'62
1,848,624	14,026	6'13	9'04	4'53	6,065	20,700	4,778	6,975	3,332	5'07	1'17	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, 1903.

Months.	First Class.	Second Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1902—July	42,152	25,048	32,601	63,274	35,782	198,857
August	37,216	21,220	33,165	59,417	30,184	181,202
September	36,952	22,387	29,203	59,664	35,489	183,695
October	27,425	21,727	27,618	72,494	28,851	178,115
November	22,150	18,016	23,194	75,058	16,215	154,633
December	26,407	21,259	24,931	83,012	6,062	161,671
1903—January	20,288	16,466	20,564	57,466	14,827	129,611
February	17,192	11,947	15,958	25,184	15,556	85,837
March	21,793	13,160	20,930	40,481	24,476	120,840
April	22,134	18,637	23,892	58,569	9,371	132,603
May	24,418	20,982	29,415	69,534	13,520	157,869
June	25,779	21,489	29,315	63,517	23,591	163,691
Totals	323,906	232,338	310,786	727,670	253,924	1,848,624
Less ballasting			14,330		88,929	103,259
Balance	323,906	232,338	296,456	727,670	164,995	1,745,365

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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, 1903.

	CLASSIFICATION OF CARS.														Total.	Snow Ploughs, Flangers.	Total.	
	Locomotives.	1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smoking.	Combined Postal and Baggage.	Pay Car.	Vans.	Box Freight.	Refrigerator Car.	Stock.	Coal.	Platform.	Total.				
On hand, serviceable, June 30, 1902..	25	21	8	6	2	3	3	1	2	203	1	17	18	147	432	8	7	15
Condemned, July 1, 1902.....							1		1						2			
Total	25	21	8	6	2	3	4	1	3	203	1	17	18	147	434	8	7	15
Built during the year on capital account					1	1				10					12			
Total	25	21	8	6	3	4	4	1	3	213	1	17	18	147	446	8	7	15
Condemned, July 1, 1902.....								1		1					2			
" during the year.....	3							1				1	1	14	17			
Total condemned.....	3							2		1		1	1	14	19			
Less rebuilt.....								1				1	1	14	17			
To be rebuilt.....	3						1		1						2			
Add serviceable and repairing..	22	21	8	6	3	4	3	1	2	213	1	17	18	147	444	8	7	15
Total	25	21	8	6	3	4	4	1	3	213	* 1	17	18	147	446	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, 1902 and 1903.

	1902.	1903.
The miles run by trains were.....	273,832	291,263
" " engines were.....	351,907	389,953
" " cars were.....	1,658,968	1,745,365
" " snow ploughs were.....	2,236	14,026
	\$ cts.	\$ cts.
The cost of locomotive power was.....	76,193 20	73,052 05
" " repairs to cars was.....	16,562 78	22,035 10
" " " passenger cars was.....	5,352 53	6,354 23
" " " postal and smoking cars was.....	1,177 85	5,822 78
" " " freight cars and vans was.....	10,032 40	9,858 09
" " labour, oils and waste for cars was.....	595 91	594 79
" " repairs to snow ploughs and flangers was.....	1,170 35	611 90
The cost of locomotive power per 100 miles run by trains was.....	27 82	25 08
" " " " engines was.....	21 65	18 73
" " " " cars was.....	4 59	4 18
The cost of repairs to cars per 100 miles run by trains was.....	6 04	7 56
" " " " engines was.....	4 70	5 65
" " " " cars was.....	0 99	1 26
The cost of labour, oil and waste for packing per 100 miles run by trains was.....	0 22	0 20
" " " " engines was.....	0 17	0 15
" " " " cars was.....	0 03	0 03
The repairs to passenger cars per 100 miles run by trains were.....	1 95	2 18
" " postal and smoking cars were.....	0 43	1 99
" " freight cars and vans were.....	3 66	3 38

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No. 2
CANALS

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, July 1, 1903.

SIR,—I beg to inclose herewith my annual report for the fiscal year ending June 30, 1903.

I am, sir, your obedient servant,

TOM S. RUBIDGE,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Deputy Minister and Chief Engineer,
Ottawa.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, July 1, 1903.

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, 1903.

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 48 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 30 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 wiers, 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

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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 the contracts for sections 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 tortious canal navigation, unfit for the class of vessels for which the enlarged canal system was intended, and substitutes two and three-quarters 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-quarters 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.

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, Delormier & 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 Contracts.
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, Delormier & 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.
"	1	Billhouse, Dillon & Co.....	Sept. 16, 1903.
Cornwall Canal.....	1 to 10	Michael P. Davis	May 20, 1902.
"	1 to 10	"	Nov. 6, 1901.
"	1 to 10	"	April 25, 1903.

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.

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This contract was wholly completed on June 5, 1902, and the final estimate returned to the department on February 7, 1903.

On February 8, 1902, a contract was entered into with Mr. J. J. Fallon for widening and strengthening the north bank east of Pitt street, 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 street.

The work done during the past year was as follows:—

During the fall of 1902 and the following winter stone was prepared at the contractor's quarry at Cambridge and shipped to Cornwall.

In April, 1903, dams were constructed to permit of the work being completed after the water was let into the canal on May 1.

Excavation was resumed on April 1 and is still in progress.

Laying the foundation for and the building of the revetment wall was resumed on April 9, and will be completed by September.

Stone has been placed in rear of the completed wall.

In connection with this work a contract was entered into with Messrs. Bellhouse, Dillon & Co., of Montreal, for the supply of cement to be used in construction of the revetment wall.

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 contract was wholly completed and the final estimate forwarded to the department on March 28, 1903.

A contract was entered into with Mr. M. P. Davis on November 6, 1901, for the erection of switch-houses required in connection with the installation of the electric lighting plant. This contract was completed and the final estimate sent to the department on November 5, 1902.

On April 25, 1903, a contract was entered into with Mr. M. P. Davis for the installation of the machinery for operating the locks of the old Cornwall canal, and also for motors to be installed in the workshops of the Cornwall canal, to be completed August 1, 1903. This work is now in progress.

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.

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 nine 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.

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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 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.

This work was wholly completed on October 11, 1902. The final estimate is being prepared.

The channel from Baker's Point to the lock skirting the north side of the eddy was marked in 1901 by one gas buoy and two spar buoys; these have since been discontinued and accidents to upward bound vessels have occurred.

WILLIAMSBURG CANALS.

RAPIDE PLAT CANAL.

(Opened for traffic, 1847.)

The lower entrance of the Rapide Plat or Morrisburg canal is situated about 9½ miles west of the Farran's Point canal. It was designed to overcome the rapids of Rapide Plat by a lock of 11½ feet lift, and extends from the village of Morrisburg to Flagg's Bay, a distance of 3¾ miles.

The original canal, intended for vessels of nine 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 nine 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.

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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.

The work done during the fiscal year is as follows:—

Dredging operations were continued until November 6, 1902; resumed on May 26, and are still in progress.

The masonry of the stone superstructure of south pier commenced on November 27, 1902, and discontinued on December 15. This work has not been resumed this year, owing to the prevailing high water, but stone for masonry has been prepared.

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 nine feet 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 $7\frac{1}{2}$ 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.

Earth Excavation.—The work of excavation in prism of canal west of Nine Mile Road was commenced on July 5, 1902, and continued until October 6, when all excava-

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tion which could be done by means of steam shovel was completed. The excavation remaining to be done will be dredged.

The improvement to give a line of sight from the lift-lock to the head of the canal, which necessitated the removal of that portion of McLaughlin's Hill above a plane 12 feet above normal water in the canal, having been authorized, arrangements were made for the necessary right of way, and excavation was commenced in October, 1902, continuing until December 9, when work was suspended for the season. Excavation was resumed on April 2, 1903, and is still in progress.

Rock Excavation.—Rock excavation below water at the site of old lock 27 was carried on during the month of August, 1902.

Drilling and blasting in prism of canal east of Nine Mile Road and the west end of section was continued until December 9, 1902, resumed on May 1, 1903, and is still in progress.

The total amount of excavation for the year was about 138,000 cubic yards.

The cribwork extension of the south-east pier below lift-lock No. 28, which was completed to the level of high water last year, has been protected by a stone talus. To complete this work a masonry wall four feet above the normal water in the river will be constructed. This work, however, will not be attempted during the prevailing high water.

The stone protection to banks is practically completed, only a small section remaining to be done.

Waling pieces for the protection of the mooring pier east of the guard-lock were placed during April, 1903.

The progress of this work throughout has been satisfactory.

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 three miles; also the reconstruction of the highway north of the old canal, &c.

The work of building the masonry foundation walls for the Iroquois waterworks, 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.

The small amount of work remaining to be done last year, which consisted of dredging, sodding of slopes, digging of ditches, repairing of ditches and building of fences, sidewalks, farm crossings, &c., besides a general trimming up of portions of the section, has since been completed.

The canal prism and lower entrance have been swept and all obstacles such as boulders, &c., removed therefrom.

An electric light cable has been placed under the canal.

The final estimate of this work is being prepared.

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 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.

The chief feature is the 'deep cut,' in rear of the village of Cardinal, 5,900 feet long and 68 feet 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 remains to be done but a small amount of trimming up of the canal prism, and removing of boulders found to be above grade. A dredge and derrick with diver are now employed at this work, which will be completed this season.

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 rock 'in situ' in bottom of 'deep cut.' The excavation of rock 'in situ' was completed November 13, 1902.

The cribwork revetment, which extends through a portion of the 'deep cut,' was completed last season. The total length of this cribwork revetment is 5,258 lineal feet, and contains about 317,000 cubic feet of timber, 293,000 pounds of iron in bolts, and 45,000 cubic yards of stone filling, both inside and in rear.

The masonry revetment walls, laid in Portland cement, which rests on top of this cribwork, were completed October 4, 1902. Some pointing of these walls still remains to be done.

Embankments.—All embankments have been made to their required height and width, but it will be necessary to repair those portions destroyed by slides which occurred during April last.

The work of protecting the slopes of the 'deep cut' by the placing on them of pitched stone facing was completed December 22, 1902. Some repairs to this pitched stone facing, which have been found necessary, are being done.

The sodding throughout the section is in progress and will be finished this season.

The stone protection to slopes of banks (where not affected by slides) was completed May 20, 1903.

The fencing throughout the section will be completed this season.

The placing of gravel on new public road constructed on north side of 'deep cut' is being carried on, and will be completed this season.

The forming of ditches has practically been completed.

The masonry culvert at Nine Mile Road was completed November 13, 1902.

The necessary mooring posts in 'deep cut' are being placed in position.

During the month of April, 1903, owing to the water in this level having been lowered, several large slides occurred in the 'green' embankments both east and west of 'deep cut.' The embankment at the slides east of 'deep cut' has already been repaired, and that west of 'deep cut' will be repaired this season. ;

At the junction of the old and new canals, west end of 'deep cut,' the protection to bank has been left unfinished pending a decision *re* the construction of a wharf for the accommodation of the village of Cardinal.

All sweeping which has been done throughout the section, although under the supervision of the engineering staff, should not be regarded as final, on account of the

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description of sweep used. The government sweep specially adapted for the purpose having been appropriated by the Department of Marine and Fisheries, in connection with the buoy service, is not now available.

GALOPS RAPIDS IMPROVEMENT.

This work comprises the excavation of a straight channel 200 feet wide and 17 feet deep through the shoals of the rapids which are known by the following names : 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.

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 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 Bros. 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.

As there was no appropriation for continuing the work in 1902-3, no work of any kind has been done, but the plant is maintained in good working order.

To complete the channel and render it safe in all stages of the river, lower bar should be widened to 300 feet at bottom and some detached rock outlying north shoal either taken out or rolled into the adjacent deep water. With this done and the dam closing the gut completed, the new channel, which is the main channel of the river, will be brought into general use by all classes of vessels, except probably the old-time 9-ft. draught barges, which are now towed in batches of four or six by obsolete tugs and incompetent pilots.

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.

The chief reason for urging the construction of this channel was to complete the deep or 14-foot navigation from the Prescott reach to the head of the Galops canal and rapids, instead of following the old and circuitous American channel across the flat-rock shoals, over which navigation is limited to nine feet, besides involving a distance of three-quarters of a mile in excess of the north channel route, practically the shortest obtainable between Prescott and the head of the Galops canal.

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Since the construction of the north channel from its earliest unfinished stage, when less than 200 feet was the available width, it has become the principal navigable channel for vessels of all drafts, and will so continue in any stages of the river.

In its present condition it is full 300 feet wide on the bottom, except at the head of Spencer island, where for a short distance it is only 200 feet in the clear, and will remain at that width until early next season, when the material which is being reserved for backing the breakwater, will be removed and full width of 300 feet obtained.

The depth of water in the channel at its present high stage is 17 feet. The channel is temporarily lighted by one gas buoy at the head of the breakwater and by a lamp at the lower entrance pier.

The stone revetment and slope walls within the prism are finished, except the proposed continuous line of coping which has proved to be a necessity, and has been provided for in estimate.

The work done during the past year is as follows :—

Earth Excavation.—Dredging operations were carried on up to December 9, 1902, in preparing seat for the cribwork breakwater at the upper entrance and in the removal of material in unfinished parts of the channel through upper shoal and Drummond island. Dredging was resumed on March 27, 1903, at upper shoal and Drummond island and continued to June 30.

Rock Excavation.—The work of drilling and blasting of the solid rock and boulders remaining in the prism was resumed on April 6, 1903, continuing to May 15, when the work was completed.

The rock excavation remaining undredged 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 islands, the consent of the United States government having been obtained therefor.

The total amount of excavation for the year was about 46,000 cubic yards.

Cribwork at upper entrance, consisting of a continuous breakwater on the north side of the channel from Spencer's island to the lighthouse, was completed to the level of normal water in October, 1902.

The plan of construction of proposed dam at the Galops 'Gut' channel was approved by Major Symons, U. S. E., January 21, 1903, and the site has since been examined and approved by his successor, Major T. Bingham, U. S. E. Operations by the contractors will be commenced forthwith, or as soon as a settlement with the owner of Galops island for land and damages is arrived at.

RIVER REACHES.

From the head of Soulanges canal to the 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, 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 a 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.

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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 under-mentioned shoals, and the construction of a light-house 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 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 the Manning & Macdonald contracts are now finished.

The final estimates were sent to the department on August 8, 1903.

ST. LAWRENCE RIVER.

The St. Lawrence river has been placed in charge of the Department of Marine and Fisheries.

The regulation of the water levels in the canals, as also the water record kept by lockmasters, is with the Canal Superintendent.

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.

QUEBEC CANALS.

SUPERINTENDING ENGINEER'S OFFICE,

MONTREAL, September 12, 1903.

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

SIR,—I have the honour to submit herewith my annual report on the works under my charge for the fiscal year ended June 30, 1903.

This division comprises the Lachine, the Soulanges and the Beauharnois canals, on the St. Lawrence route; the St. Ann, the Carillon and the Grenville canals, on the Ottawa river, and the St. Ours and the Chambly canals, 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 traffic through it during the year just ended showed a considerable increase over 1901-2, and the progression will likely go on in future until the canal is taxed to its full capacity.

It affords me great pleasure to report that no serious interruption to navigation occurred on any of the canals in this division during the year.

LACHINE CANAL.

Length, 8½ miles; 5 locks, 270 x 45 feet; 14 feet of water on sills; total rise, 45 feet. Old locks, 200 x 45 feet, still available, with 9 feet of water on sills.

REPAIRS AND RENEWALS.

This canal was unwatered on March 15, and refilled on April 1, 1903.

The principal repairs and renewals executed during the year were as follows:—
Pointing lock and basin walls.

Placing life protection ladders, 40 feet apart, around Wellington Basin and St. Gabriel Basins, Nos. 3 and 4. These ladders consist of iron rings inserted in grooves cut into the masonry walls.

Taking apart a pair of lock gates built for old lock No. 1 and reconstructing it to suit new lock No. 1.

Building a pair of spare gates for lock No. 5.

Removing gates of old locks Nos. 1 and 2, which are now being rebuilt. These gates will be remodelled to serve as spare gates for old locks Nos. 3 and 4.

Building concrete abutments for a new steel bridge over the tail-race of waste weir No. 2 on Mill street.

The superstructure was furnished and placed in position by the Dominion Bridge Company.

Renewing turning gear of Wellington bridge. The old gear was of cast-iron; the new one is of cast-steel.

Covering the roofs of St. Gabriel shed No. 1, flour shed No. 1 and Mill street electric light station with galvanized iron.

Renewing the Canada plate covering of flour shed No. 2.

The metal roofs of the sheds at the Mill street shops, as well as St. Gabriel shed No. 2 and flour sheds 2, 3, 4 and 5 were covered with a coat of Loftus cement. Renewing

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valves in supply and waste weirs at Lachine, Côte St. Paul, St. Gabriel and basin No. 2, and placing improved opening gear in all of these weirs.

Placing 17 large cast-iron mooring posts set in concrete on all the locks which had not yet been provided with them and renewing 160 wood mooring posts along the banks.

Placing life-saving ladders, 40 feet apart, on the face of the cribwork wharfs around St. Gabriel basins Nos. 1 and 2.

Rebuilding boom at the head of new lock No. 2.

A piece of the slope wall about 75 feet in length on the south side of the canal immediately west of the Grand Trunk Railway bridge was undermined during the year and settled down about four feet. This was repaired in April while the canal was unwatered.

A steam hammer was purchased towards the end of the year. It is now at the Mill street shops and will be placed in position shortly.

The roads, fences, banks, buildings, machinery, scows, &c., were kept in good repair throughout the year.

The electric light plant was also well maintained during the season of navigation. The lighting of the canal from Brewster's bridge to the head of the long entrance pier at Lachine is now perfect, with 2,000 c. p. arc lamps 400 feet apart. The plant in the station is in very good condition. The power house will be heated by electricity next fall and electric heaters also placed in all the lock houses.

INCOME.

Repairing old Locks. Nos. 1 and 2.

A contract for this work was signed by Messrs. Coulson, Quinlan & Robertson on October 29, 1902, and operations were commenced in November, 1902. The contractors had the coffer-dam in basin No. 2 in position before the close of navigation. During March and April last the foundations for the new Blacks bridge were built, and the superstructure of this bridge, erected in time for the opening of navigation, the Dominion Bridge Company being the contractors for the latter. The new bridge, which is 158 feet long and 42 feet wide, has proved quite an improvement in the street traffic conditions at that point.

The coffer-dam below the entrance lock was completed by June 30, and the contractors were then making preparations for pushing the work vigorously. At the end of the year the north walls of both locks had been removed down to the frost line and various sections of new walls completed. The work done so far is of very good quality. If the contractors meet with no mishaps there is a possibility of the new locks being completed in time for the opening of navigation in 1904 or, at least, early in the summer.

Rebuilding Wall on South Side of Basin No. 2.

This work can only be done in the spring, after the water in the St. Lawrence has receded to a certain level. Last spring operations were commenced early in April and continued until the end of the month. A length of 298 feet was underpinned with concrete opposite the Royal Mills of the Ogilvie Flour Mills Co.

There still remains a length of 863 feet to be treated in the same manner, after which the part of the wall above the present foundations will be dealt with. This portion, however, will be done much more quickly, as work on it will be possible in all seasons of the year.

Widening Tail-race at Côte St. Paul.

Mr. O. L. Henault was awarded the contract for this work on March 30, 1903, and commenced operations in April. The work consisted in removing the old south ma-

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sorry wall of the weir and rebuilding a new concrete wall 308 feet long and 18 feet high, the top being finished as a sidewalk. It was completed early in June. In addition to this the flooring of the waste weir was repaired by day's labour.

The tail-race wall below the end of this contract will have to be repaired next spring, but this portion will be done out of the ordinary repair appropriation.

CAPITAL.

Deepening between Locks 2 and 3.

This work is proceeding gradually. A good deal of deepening was done during the year, both in basin No. 2 and the St. Gabriel basin. Some work was also done in the four basins.

The completing of the deepening of basin No. 2 cannot be done until the wall on the south side has been fully underpinned, which will be in a couple of years.

Slope Walls above Côte St. Paul.

This work has been continued during the year under contract by Mr. J. B. de Lorimier, 1,600 cubic yards of wall being laid under the water-line in April last. There are yet 7,500 cubic yards to be done before the north side slope is completed. Up to the date of writing the total quantity of work done is 9,235 cubic yards of wall and 3,060 lineal yards of top revetment.

Lake St. Louis Survey.

This work has been going on for a number of years. Last season's operations consisted in surveying $5\frac{3}{4}$ square miles of land work, 38 miles of topography and taking 48,857 soundings in the lake, the area covered extending from Beaufort to a point some distance east of Point Claire.

A good deal of time was also consumed in sweeping and cleaning the new channel. The above works were done under the immediate supervision of Mr. H. R. Lordly.

Electric Installation.

The new power house at Côte St. Paul has given entire satisfaction throughout the year, the canal lighting from Lachine to Brewster's bridge, which is done from that station, is perfect. The installing of the appliances for the operation of lock gates and sluices and of the various bridges along the line, is proceeding slowly, the conditions being different at each lock. It will be completed in time for the opening of navigation in 1904. This work is under the supervision of Mr. L. S. Pariseau.

Repairs to Vessels.

Besides the usual overhauling of the vessels composing the canal dredging fleet, I have to report the renewing of the boiler of the tug 'Frank Pereu.' This tug is now one of the best and strongest in the harbour of Montreal and is proving a most valuable addition to the fleet.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet 15 feet of water on sills; total rise, 84 feet.

As instructed by your letter of February 28, 1903, I took charge of the Soulanges canal on March 1 last. Up to the end of the year I merely endeavoured to acquaint myself with the conditions of this canal.

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All the structures there being quite new, they require little attendance. However, I find that the machinery in the lock sluices will have to be looked into without delay, the ordinary steel rollers and treads being already very much worn out. As soon as it will be possible they will have to be replaced by hardened steel ones, otherwise break-downs will certainly occur.

During last year a quantity of stone was placed by Messrs. Quinlan & Robertson in the slope walls in the upper sections of the canal, the small broken stone used having proved unsatisfactory. I believe, however, that this was partly due to a large quantity of earth having been mixed with the stone in filling the notch provided from the top of the bank to a few feet below the water-line.

I must also call your attention to the condition of the banks on this canal. The soil composing them is such that it is almost impossible to draw the water out without the risk of a serious slide. This is very unsatisfactory as, if it became necessary to do any repair to one of the structures, coffer-dams would have to be resorted to and a great deal of time thus lost.

This canal is not yet provided with repair shops, but will be so during the coming winter.

The electrical service here is in perfect condition. The year passed without any accident of any kind except the burning of a bridge motor during an electric storm.

BEAUHARNOIS CANAL.

Length, 11½ miles; 9 locks, 200 x 45 feet; 9 feet of water on sills; total rise 82½ feet.

This canal is only being used by a few market boats and stray barges. The staff has been reduced to one man at each lock and isolated bridge and three men in charge of ferries.

Very little work has, therefore, been done during the year, except the maintaining of the roads and bridges and the cleaning of the ditches carrying water from the canal to the river.

The Hungry Bay dyke and road received particular attention, a good deal of damage having been done to it during last spring's freshets.

The wharf along the main dam at the head of the canal is in a very dilapidated condition; it is the intention to repair it during the summer and fall of this year.

Most of the buildings at the various locks, formerly occupied by lockmen, have been rented last spring.

CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 x 22½ feet; 6½ feet of water on the sills; total rise, 74 feet.

The only interruption to navigation on this canal during the year occurred in October, 1902, when the barge 'Pavilion,' loaded with iron ore, sank in the channel at the head of St. Thérèse bridge. The owner abandoned the craft, which had to be removed by the canal staff. A lawsuit was instituted by the Department of Justice to recover the cost of the work, and judgment by default obtained. The vessel and cargo will shortly be sold at auction.

REPAIRS AND RENEWALS.

The main items of repairs performed during the year were as follows :—

Repairing damage done to the towing path between St. Johns and St. Thérèse island in April, and stopping a serious leak near St. Thérèse bridge.

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Removing timber approaches to St. Thérèse bridge and rebuilding these approaches, 156 feet in length, with clay and broken stone.

Placing some 2,000 tons of hard gravel on towing path.

Rebuilding waste weir at Woods Creek, one mile below the town of St. Johns.

The new weir consists of concrete abutments 25 feet long, 3 feet thick and 13 feet high, placed about 25 feet apart. Between them is a concrete partition forming two openings, each 10 feet wide, the top of these openings being arched and the roadway consisting of a layer of concrete 18 inches thick and 33 feet wide. Wing walls, also of concrete, were provided, making water-tight connection with the canal bank on both sides.

Rebuilding the west abutment of bridge No. 1.

Rebuilding wharf at Chambly Canton.

This wharf was a mere platform resting on piles. The new one consists of a substantial cribwork, which, however, could not be completely filled with stone before the end of the year.

Building a tile pipe drain, 650 feet long, on the west side of the wharf at Chambly Basin. The pipes used are 15 inches in diameter.

Rebuilding two flat scows.

Renewing electric wires from the power house to Chambly Basin.

All the machinery at the shops has been kept in perfect condition throughout the year.

INCOME.

Wharf at Chambly Basin.

The old wharf consisted of a plank platform resting on posts. On the canal side these posts being sound, were preserved and used as supports for a 4-inch timber facing, the rear side being rebuilt of 12-in. x 12-in. timber and the space between both filled with field stone, with a thick layer of gravel on top.

SYPHON CULVERT.

The contractor for this work, Mr. W. J. Finn, again failed to finish his contract during last year. The time for completion having been extended, he will resume operations at the close of navigation.

PROTECTION WALL AT ST. THÉRÈSE ISLAND.

Owing to the continued high water last spring, the contractor, Mr. Joseph Coté, could not complete this work before the end of the year. An extension of time was awarded in June, and a certain amount of money placed in the supplementary estimates to bring the wall to completion.

Work will be resumed as soon as this money is available.

ST. OURS LOCK.

Length of canal, $\frac{1}{2}$ mile; one lock, 200 x 45 feet; 7 feet of water on sills; total rise, 5 feet.

Besides the ordinary repairs to the grounds, lock-walls, lock-gates, buildings fences, scows, &c., the following works were performed here during the year :—

Building a shed for storing spare lock-gates.

Erecting a windmill, with a tank, in the upper story of the blacksmith shop. This will distribute water to the various buildings and provide the means of protecting them against fire.

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INCOME.

St. Ours Dam.

The west abutment of this dam had been in a threatening condition for some time. It consists of a strong stone wall resting on piles, some of which had collapsed owing to the clay surrounding them having been washed away. A length of 50 feet of the wall was taken down, new piles planted and bedded in strong concrete, the work of removing clay and stone filling behind the wall proving especially difficult. A part of the new wall was also built of concrete.

The leak through this abutment is now practically stopped, and the whole structure is quite safe again.

ST. ANNE'S LOCK.

Length, $\frac{1}{2}$ mile; one lock, 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet.

Old lock still available, 200 feet x 455 feet; 6 feet of water on sills; total rise, 3 feet.

All the structures in connection with the lock and its entrances were kept in good order throughout the year, and the following works performed beyond ordinary maintenance.

Rebuilding four small bridges over slips above and below the lock.

Rebuilding part of wing dam above lock which had been damaged by ice as reported last year.

Putting a new floor on a 240 feet section of the above dam and recovering ice-breaker at the head of it.

Building a lighthouse and erecting a new semaphore.

Spreading 500 cubic yards of vegetable earth on both sides of locks.

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-à-Blondeau lock, which was abandoned at the completion of the dam at the head of the new Carillon canal in 1883, the rise at the old lock having been practically obliterated.

REPAIRS AND RENEWALS.

Following is a list of the most important items of repairs performed during the year beyond ordinary maintenance:—

Rebuilding both abutments of tow-path bridge over McBean's Creek, the foundations of which were made of concrete.

Tearing down and rebuilding with new stone a piece of wall about 100 feet long on the north side of the lower approaches to lock No. 6.

Completing the repairing of a portion of the Carillon dam.

As reported last year, the weather conditions during the winter of 1901-2 prevented the completion of this work. The cribs, which had been either displaced or carried away in the spring, were rebuilt or set right, and the apron covering placed on them. The dam is now safe.

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INCOME.

Guide Pier at Upper Entrance of Carillon Canal.

The contractors for this work, Messrs. Martineau, fils et Lemoine, resumed operations in May, 1902, with the tearing down of the old timber supestructure. The water in the river, however, kept rather high until the end of August, and the laying of the new timber foundation could only be commenced on September 3. From September 9 to November 25 a section of concrete wall was built, from the point reached the year before to a point about 200 feet west of the lock wall, a total length of 280 feet. The last section will be completed about the close of navigation this year.

The concrete laid so far is of very good quality and the work generally quite satisfactory.

Mr. F. J. Lynch is in charge of the construction works on these canals. He has continued during the winter months the survey of the Carillon and Grenville canals mentioned in my last annual report and commenced the preparation of plans and specifications for the renewal of the wharf at the upper entrance to the Grenville canal, tenders for which will be invited shortly.

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 highest and lowest water on the mitre sills of the locks at the upper and lower entrance of each canal, statements of fines and damages collected during fiscal year 1902-3; also statement giving dates of closing and opening of each canal.—E.M.

QUEBEC CANALS.

STATEMENT of the opening and closing of navigation.

Name of Canal.	Closing.	Opening.
Lachine Canal.....	Dec. 6, 1902....	May 1, 1903.
Beauharnois Canal	Nov. 30, 1902... ..	" 1, 1903.
Chambly Canal.....	" 30, 1902... ..	" 1, 1903.
St. Ours Lock.....	" 30, 1902... ..	April 8, 1903.
Carillon and Grenville Canals.....	" 30, 1902... ..	" 27, 1903.
St. Anne's Lock	" 30, 1902... ..	" 28, 1903.
Soulanges Canal	May 1, 1903.

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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. 5 at upper entrance during the fiscal year ended 30th June, 1903.

MONTHS.	NEW LOCK NO. 1, LOWER SILL.				NEW LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1902.								
July.....	20	1	19	0	17	3	16	6
August.....	19	5	17	8	16	8	15	9
September.....	17	11	16	11	15	10	15	0
October.....	17	7	17	0	15	9	15	1
November.....	19	0	17	3	16	4	15	3
December.....	37	2	18	5	17	5	15	4
1903.								
January.....	33	5	26	7	17	8	15	0
February.....	28	3	25	0	16	6	14	10
March.....	43	2	25	5	19	9	15	4
April.....	24	0	18	10	18	9	17	9
May.....	19	9	18	3	18	1	17	5
June.....	18	10	17	6	17	9	16	9

Mitre sill of old Lock No. 1—2' 2" above sill of new Lock No. 1.

Mitre sill of old Lock No. 5—5' 0" above sill of new Lock No. 5.

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, 1903.

MONTHS.	LOCK NO. 6, LOWER SILL.				LOCK NO. 14, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1902.								
July.....	11	6	10	11	11	8	11	5
August.....	10	11	10	4	11	9	11	3
September.....	10	4	9	9	11	7	10	9
October.....	9	9	9	6	11	4	10	10
November.....	10	2	9	6	11	5	10	4
December.....	14	0	10	0	11	4	10	5
1903.								
January.....	16	4	12	0	11	10	10	6
February.....	18	9	12	6	11	6	10	0
March.....	14	0	12	11	12	4	11	2
April.....	12	11	12	2	12	3	11	7
May.....	12	2	11	8	11	11	11	7
June.....	11	11	11	6	11	11	11	6

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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, 1903.

MONTHS.	LOCK NO. 9, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1902.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	13	5	11	11	10	6	9	4
August	12	0	10	7	9	5	8	7
September	10	9	9	6	8	11	7	10
October	10	6	9	2	8	8	7	7
November	12	4	10	3	9	8	8	2
December	12	7	9	7	8	11	7	0
1903.								
January	16	2	12	1	9	1	8	7
February	15	11	14	7	9	9	9	2
March	22	6	15	10	13	6	9	9
April	20	5	15	4	13	8	11	4
May	15	7	11	2	11	9	8	10
June	11	2	10	4	9	0	8	5

ST. ANN'S LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours lock during the fiscal year ended June 30, 1903.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1902.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	11	8	10	0	11	1	10	1
August	10	7	8	6	10	3	9	5
September	8	9	7	7	9	7	8	10
October	8	11	7	4	9	8	8	9
November	10	2	8	0	10	9	9	4
December	12	4	9	0	9	7	8	8
1903.								
January	12	10	10	3	9	10	8	5
February	14	7	12	2	10	4	9	8
March	24	0	15	4	19	7	11	4
April	18	10	13	6	15	2	12	2
May	13	7	10	10	12	3	9	10
June	11	9	9	9	9	10	9	5

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ST. ANN'S LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ann's lock during the fiscal year ended June 30, 1903.

MONTHS	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1902.								
July	12	0	11	5	13	8	12	4
August	11	8	10	9	12	4	11	3
September	10	10	10	2	11	3	10	8
October	10	4	10	2	11	5	10	10
November	11	3	10	5	13	1	11	5
December	12	8	11	1	13	1	12	0
1903.								
January	12	8	10	11	12	0	11	3
February	12	0	10	8	11	11	10	8
March	14	9	11	0	16	3	11	6
April	13	10	12	10	15	4	14	4
May	13	0	12	6	15	0	13	9
June	12	8	11	4	14	1	13	3

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, 1903.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 2, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1902.								
July.....	15	2	13	6	15	5	13	6
August.....	13	7	12	0	13	5	12	0
September.....	12	3	11	10	12	0	11	4
October.....	12	7	11	11	12	6	11	6
November.....	14	8	12	6	14	10	12	6
December.....	14	7	13	9	17	10	13	9
1903.								
January.....	13	8	13	2	16	9	12	10
February.....	13	11	13	3	14	9	13	5
March.....	19	1	13	4	17	11	13	10
April.....	16	10	15	6	16	11	15	7
May.....	16	9	15	2	17	1	15	6
June.....	15	7	14	7	15	7	14	6

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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, 1903.

MONTHS.	LOCK NO. 3, LOWER SILL.				LOCK NO. 7, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1902.								
July.....	18	9	16	4	16	0	13	8
August.....	16	4	14	6	13	8	12	0
September.....	14	8	13	8	12	0	11	2
October.....	15	0	13	11	12	4	11	3
November.....	18	0	15	0	15	6	12	4
December.....	20	5	16	11	15	0	14	2
1903.								
January.....	21	6	16	8	14	2	12	10
February.....	21	7	17	11	12	10	11	5
March.....	22	10	18	4	18	10	12	1
April.....	20	7	19	0	17	8	16	2
May.....	20	11	18	10	18	0	16	2
June.....	19	0	17	9	16	6	15	0

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of lock No. 1, at lower entrance, and lock No. 6, at upper entrance, during the fiscal year ended June 30, 1903.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 6, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1902.								
July.....								
August.....								
September.....								
October.....								
November.....								
December.....								
1903.								
January.....								
February.....	20	3	18	8	17	2	17	0
March.....	21	4	20	0	18	0	17	0
April.....	20	3	19	4	17	6	17	1
May.....	19	4	19	1	17	5	17	1
June.....	19	3	18	5	17	2	16	9

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SOULANGES CANAL.

STATEMENT of damages collected during the fiscal year ended June 30, 1903.

Date.	Name of Vessel.	Name of Owner.	Cause for damages.	Amount paid.
1902.				\$ cts.
July 30..	Yacht Dream.....	Mont. Transp. Co.....	Damages to steps of Lock No. 3...	20 00
Sept. 12..	Str. Turret Cape.....	Turret SS. Co.....	Damages to guard gates of Lock No. 4.	40 00
" 12..	Str. Turret Chief.....	Turret SS. Co.....	Damages to guard gates of Lock No. 4.	40 00
			Total.....	100 00

ST. ANN'S LOCK.

STATEMENT of Fines collected during the fiscal year ending June 30, 1903.

Date.	Name of Vessel or Craft.	Name of Owner.	Cause for fine.	Amount paid.
1902.				\$ cts.
Aug. 15..	Raft.....	E. Cook.....	delay to R. M. Str. 'Sovereign'....	5 00

CHAMBLY CANAL.

STATEMENT of Fines collected during the fiscal year ending June 30, 1903.

Date.	Name of Vessel or Craft.	Name of Owner.	Cause for fine.	Amount paid.
1902.				\$ cts.
Oct. 20..	Bt. F. W. Fonda.....	Capt. W. H. Fontaine	Allowing pulp wood be taken from his vessel.....	5 00
Nov. 17..	Bt. Singleton.....	Capt. Th. Senecal.....	" " " " " "	5 00
Sept. 12..	Dredge.....	Daly Hammond & Co..	Stone on Lock 2 broken.....	10 00
" 12..	Bateau.....	Capt. Paquet.....	Striking bridge No. 7.....	5 00
			Total.....	25 00

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WELLAND CANAL.

ST. CATHARINES, ONT., July 1, 1903.

SIR,—I have the honour to report upon the maintenance and operation of the Welland Canal and its branches for the fiscal year ending June 30, 1903.

The canal was closed December 16, 1902, and opened for navigation April 13, 1903.

The operation of the canal was not interrupted during the fiscal year. Several leaks have developed in the different banks, and a dangerous looking slide commenced in the high bank at the head of lock No. 16, but it was not considered necessary to draw the water off the canal, and they have all been satisfactorily repaired.

The canal is beginning to show signs of age, and from this on considerable trouble may be expected from leaks in banks, washing out of foundations, &c.

The different works necessary to improve the canal for navigation purposes have been carried on satisfactorily during the past year.

Twenty-five lock-gates have now been fitted with the new valves and hanging gear, a much needed improvement.

Messrs. Megann & Phin have made good progress in deepening the earth section between Thorold and Port Colborne.

Messrs. Hogan & Macdonell, while they have not actually completed their contract for deepening the rock cut between Port Colborne and Humberstone, have a deep channel through it, and vessels have now no trouble in navigating that portion of the canal.

The most important improvement on the canal, namely, the removal of the old centre pier bridges, is now well under way. The substructures for two new bridges, one at the 'Junction,' one mile south of Welland, and the other at Stonebridge, one mile north of Port Colborne, were built under contract by Mr. Joseph Battle during last fall and winter, and upon these substructures have been erected by the Hamilton Bridge Works Co. two new steel highway swing bridges, spanning completely the deep water in the canal and giving a channel over 100 feet in width. The old centre pier work of the former bridges was removed by Messrs. Megann & Phin, under contract, prior to the opening of the canal last spring. The removal of these old centre piers is giving great satisfaction to the shipping interests using the canal. It is expected that by the opening of navigation next year three more of the old centre piers will have been removed.

The rebuilding of the dam and bridge across the Grand river at Dunnville was completed last winter by the contractors, Messrs. Hutchinson, Lattimore & Lalor.

A portion of the ditch along the south side of the feeder west of Marshville was deepened and enlarged last fall, but owing to wet weather the work was not quite completed. It will be finished this fall.

The open ditch through the village of Port Colborne, on the east side of the canal, has been replaced by an 18-inch tile drain, neatly covered over, making a much-needed improvement.

Four new steel valves have been placed in the supply weir at Port Colborne, replacing the old valves, which were unsatisfactory and which blocked the free flow of water.

In March last the water was pumped out of lock No. 2 on the new canal, and the lower mitre-sill was lowered two feet. The old flooring of the lock was taken up and the King sill and two braces of the upper sill were removed. This was done at a cost of about \$9,000 by the canal staff. This improvement removes the possibility of the navigable depth in the canal being reduced to 12 feet should the long retaining wall between locks 1 and 2 be carried away, a not unlikely occurrence.

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It is proposed to lower the sill of the guard gates above Thorold next winter.

Among the various general repair works that have been done during the year the following may be mentioned :—

The pointing of the new canal locks and weirs has been completed.

The retaining walls at several locks, which had settled from one to six feet, have been raised with concrete to their original levels.

The top of the east pier at Port Dalhousie, which was being washed out by the action of waves, has been replaced with a coating of Portland cement concrete about six inches thick.

New ways for hauling out lock-gates at the Port Dalhousie gate yard have been put in.

OLD CANAL.

The water was drawn off the old canal from April 6th to the 20th, and many much needed repairs were made during that time. Several of the regulating weirs were found to be dangerously undermined, over 200 yards of concrete being required in one case to fill the washout under the foundation of one weir (No. 7). The foundations of several of the locks were found to be badly washed out, and were repaired as well as it was possible in the time available. The locks and weirs are now in such shape that I do not anticipate there being any necessity for unwatering the canal again for three or four years.

While the kater was out one new valve was placed in a hitherto unused opening in each weir, and two new valves in some of the more important weirs. These new valves now give complete control of the water and allow much better regulation than was possible heretofore.

Several leaks in the banks have been successfully stopped without interfering with the water-powers along the canal.

A serious washout in No. 4 raceway in the city of St. Catharines occurred last fall. This raceway belongs to the Kinleith Paper Company, but the repairs were made by the canal staff, as no one else in the vicinity had the available plant.

A gang of men has been continuously employed in cleaning up the canal and ripping the slopes.

GENERAL.

Official caps have been issued to all lock and bridge tenders.

There has been no trouble from low water in Lakes Erie and Ontario.

Since the opening of navigation this spring there has been a large increase in the traffic through the canal over late years, and this will no doubt continue, as a large number of new vessels have been placed on the route.

The following employees have been superannuated during the year:—John Sullivan, Henry Hare and John Corbett.

Mr. R. Edgraft, a superannuated employee, died at Port Dalhousie on December 3, 1902.

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 showing 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,
Department Railways and Canals,
Ottawa, Ont.

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WELLAND CANAL.

STATEMENT of damages to Welland canal property during the fiscal year ending June 30, 1903, and the 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.
1894.		\$ cts.	\$ cts.	1903.	
June 9 ...	Steamer Sam Marshall	40 75	.....	May 20....	Port Dalhousie.
1898.					
June 20 ...	" Business	9 83	.....	June 17	Port Dalhousie.
1902.				1902.	
Aug. 7 ...	" Jas. Duncan.....	80 52	.....	Nov. 27....	Port Colborne.
				1903.	
Dec. 2....	" W. J. Haskell.....	35 03	.....	April 10....	Port Dalhousie.
		166 13	.....	

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, 1903.

Date of Fine.	Name of Vessel.	AMOUNT OF FINE.		Date Paid.	WHERE PAID.
		Paid.	Unpaid.		Collector's Office.
1902.		\$ cts.	\$ cts.	1902.	
Oct. 1....	Steamer Peshtigo.....	5 00	.....	Oct. 22....	Port Colborne.
" 18....	" Melbourne	10 00	.....	" 30....	"
	<i>Locktenders.</i>				
July 8....	Harry McAvoy.....	5 00	.....	Sept. 24....	St. Catharines.
Aug. 27....	James Ellis.	10 00	.....	" 20....	"
" 27....	D. Mathewson	5 00	" 20....	"
" 27....	Mich. Moran.....	5 00	" 20....	"
Nov. 11....	J. M. Woodall.....	5 00	Dec. 18....	"
" 11....	R. Brownlow.....	5 00	" 18....	"
		50 00		

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STATEMENT showing the highest and lowest depth of water on the Lower Mitre Sill, Lock No. 1, New Welland canal, Port Dalhousie, for fiscal year ending June 30, 1903.

MONTHS.	LOWER SILL.				MONTHS.	LOWER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
1902.	Ft.	In.	Ft.	In.	1903.	Ft.	In.	Ft.	In.
July.....	16	2	15	4	January.....	15	1	14	3
August.....	16	3	14	11	February.....	15	1	14	7
September.....	15	11	15	5	March.....	16	1	14	9
October.....	15	7	15	0	April.....	16	9	15	11
November.....	15	5	11	10	May.....	16	9	16	5
December.....	14	10	14	5	June.....	16	6	16	3

STATEMENT showing the highest and lowest depth of water on the Upper Mitre Sill, Lock No. 26, New Welland canal, Port Colborne, for the fiscal year ending June 30, 1903.

MONTHS.	UPPER SILL.				MONTHS.	UPPER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
1902.	Ft.	In.	Ft.	In.	1903.	Ft.	In.	Ft.	In.
July.....	16	2	14	8	January.....	15	9	13	1
August.....	15	10	14	10	February.....	15	3	13	8
September.....	15	9	13	3	March.....	15	8	14	0
October.....	16	5	13	11	April.....	15	8	14	7
November.....	15	1	13	7	May.....	16	0	14	3
December.....	15	11	10	10	June.....	15	9	14	10

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TRENT CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBORO, July 15, 1903.

SIR,—I have the honour to submit my annual report for the fiscal year ending June 30, 1903, on the works under my charge known as the Trent canal. This is a term applied to the several works constructed to improve navigation together with the several navigable reaches between the town of Trenton, on Lake Ontario and Georgian Bay in Lake Huron.

The object of the works is to connect the several navigable stretches. When the present contracts are completed there will only remain three more comparatively inexpensive stretches of canal to construct in order to complete the whole of this land-locked waterway from Lake Huron to Lake Ontario.

A glance at the map of this district will show at once the great length of natural navigable reaches compared to the length of artificial navigable reaches required to connect them. Wherever possible advantage has been taken of utilizing the bed of the fine rivers which follow the course of this waterway for its entire length. By utilizing the beds of the lakes and rivers a comparatively cheap mode of construction is employed, while the cost of future maintenance will be reduced to a minimum. 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 the 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 eight feet could be provided at comparatively little extra cost.

Owing to the fact that this waterway is also used by the lumbermen to float their logs down stream to their mills, and many of the reaches which are now opened up for navigation have heretofore been used exclusively by the lumbermen for the floating of their logs, brings a new condition of things into existence, and some means will have to be adopted to meet this changed condition. It has heretofore been the custom of lumbermen to allow many water-soaked logs to remain in the channel after the rest of the drive has passed on. This is a most dangerous practice and is a great menace to navigation. Some regulation should be passed to prevent the leaving of these water-soaked logs in the navigation channel, which lie with one end on the bottom and the other end a few inches above the surface of the water. At night it is impossible to see the tops of these logs, and several accidents have occurred by vessels striking these logs, in some cases the logs have passed through the planking of the vessel.

MAINTENANCE.

Navigation closed on November 28, 1902, and opened again on April 2, 1903.

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 regu-

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lation 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 Young's Point and Lakefield using all the surplus water, any temporary stoppage 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 government caretakers of the dams, or otherwise compensate for the stoppage by allowing extra water to escape, when it is 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 regulation 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 traffic on this waterway has nearly doubled during the last ten years—the total number of lockages ten years ago was only 2,500—now the lockages total 5,299, being an increase of 114 over those of last year. 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 30 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 made:—

ROSEDALE.

The latch on the swing bridge was repaired.

FENELON FALLS.

One of the valves of the centre gates was broken and was repaired. The wooden packing in the quoin posts of the gates was renewed. The lock walls were repointed.

A storehouse for use in connection with the lock was built. The gates were painted.

BOBCAYGEON.

The mitre sill of the upper gates were caulked. The gates were painted.

BUCKHORN.

The dam was staunched. This dam will soon have to be entirely rebuilt, as it has become so waterworn with age that to repair it properly would amount to almost the

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cost of a new dam. A new storehouse was built on the north side of the lock. The bridge and gates were painted.

LOVESICK.

The flooring of the entrance pier on the west side of the upper entrance was renewed. The platform of the dam was also repaired.

BURLEIGH.

A new storehouse 24 feet by 36 feet was built. The valves of the centre gates were taken out and adjusted in order to make them work more freely. New stoplogs were also supplied for the dam.

YOUNG'S POINT.

Some of the stoplog gains in the dam were renewed and the platform was repaired, also new stoplogs were supplied.

LAKEFIELD.

The old wooden snubbing posts on the wharf, having rotted away to such an extent as to become unsafe, 'nigger-heads' bolted to concrete blocks let into the ground were substituted. The top timber of the wharf was renewed.

NO. 2 DAM, PETERBOROUGH DIVISION.

The bank below the abutment of the dam on the west side became badly scoured. This was filled in with stone and riprap.

NASSAU DAM.

The boulder filling on the lower side of the dam opposite the west sluiceway was washed out. The filling was renewed with larger boulders.

PETERBOROUGH.

New lower lock gates were constructed. The upper gates were repaired and the valves were caulked and adjusted. The old timber entrance piers above and below the lock on the west side were removed and replaced with solid concrete piers.

BUOYING OUT.

The buoys along the navigation channel were repainted and new buoys were put in where required.

The tug *Empire* had also some slight repairs made to it.

A considerable amount was spent on the dredge *Otonabee* in the way of strengthening the hull and caulking.

INCOME.

The following charged to income was made:—

BOBCAYGEON.

New upper gates for the lock were constructed.

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RICE LAKE.

A cut across the point at the east entrance of the mouth of the river at Rice lake was made into the bay. This will shorten the distance about two miles, besides providing a channel free from weeds and drifting sawdust.

TRENT RIVER.

Blasting and dredging on the rock shoal below the lock at Hastings was proceeded with. There is considerable work yet to do on this shoal to make it a good channel.

HEELEY'S FALLS.

Three concrete piers for a new bridge over the river at this point were constructed. The superstructure has been placed on this bridge by the township.

NEW HULL FOR DREDGE.

A new hull 26 by 72 was constructed to take the place of the old dredge *Otonabee*.

ROAD NEAR LINDSAY.

A considerable amount of dredging was done in the way of casting up from the side ditches on the road which it is proposed to make between Lindsay and Fenelon Falls.

CAPITAL.

Hydraulic Lock.

In order to give a neat and substantial appearance to the embankments leading to the hydraulic lock, it was recently decided to underdrain and sod them. In accomplishing this object it became necessary to first prepare the whole of the surface of the slopes with soil in preparation for the necessary sodding, and a contract having been let for the sodding.

Construction.

Section No. 1, Peterborough-Lakefield Division.—The contract for this section, which was awarded to Messrs. Brown, Love & Aylmer, on August 27, 1895, was completed last year, with the exception of some cleaning up of the cut in the river below the lock at Lakefield.

Section 2, Peterborough-Lakefield Division.—The contract for this section was awarded to Messrs. Corry & Laverdure on May 21, 1896. The work in connection with this section has been completed and taken off the contractors' hands.

Section 2, Simcoe-Balsam Lake Division.—This section is under contract with Messrs. Larkin & Sangster, as contractors. The work in connection with this contract has been well advanced and should be completed this fall. The only work remaining to be done is the completion of the earth excavation in the swamp near the fourth concession line of Carden, and the completion of the rock cut west of the hydraulic lock; the foundations in the press wells and the concrete in connection with the chambers of the hydraulic lock.

Section 3, Simcoe-Balsam Lake.—The contractors for this section are Messrs. Brown & Aylmer. Wet weather last season interfered considerably with the progress of the work of this section. Only two locks out of five have been completed, and only one dam. No dredging had been done as yet. Slow progress has so far been made,

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and if more rapid progress is not made it will take the greater part of two seasons yet to complete this section. All the structures have been completed with the exception of those in connection with Locks Nos. 2, 3 and 4, and the entrance piers of Lock No. 1, and glance piers of the Portage road bridge and the entrance piers at Lake Simcoe.

A contract was entered into with the Grand Trunk Railway Co. to raise the embankment of their road crossing the canal near Gamebridge. This work has been about completed and the traffic is now turned over the high level bridge across the canal.

Steel Bridge Superstructures.

A contract for five swing highway bridges and one high level railway bridge was awarded to the Hamilton Bridge Works Company. These have all been completed.

Plant.

The dredge *Otonabee* was employed continuously throughout the season. During the latter part of last season she was rented to the Otonabee Power Company, and the contractors, Messrs Brown, Love & Aylmer. This season up to the end of the fiscal year she was employed making a road through the swamp near Lindsay.

The dredge *Trent* was loaned to the Department of Public Works to dredge a channel leading up to the Cereal Works at Peterborough.

The tug *Empire* has been fully employed throughout the season in hauling scows of dredged material from the dredge, buoying out and snagging the navigation channel, delivering stone, timber, gravel, &c., for the various works of repair along the route, besides the use for inspection by the staff officials.

I am, sir, your obedient servant,

RICHARD B. ROGERS, M.I.C.E.,
Superintending Engineer.

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

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SAULT STE. MARIE CANAL.

SUPERINTENDENT'S OFFICE,
SAULT STE. MARIE, ONT., Sept. 3, 1903.

COLLINGWOOD SCHREIBER, Esq.,
Deputy Minister, &c.,
Ottawa.

DEAR SIR,—I inclose you herewith my annual report upon the operation of this canal for the last fiscal year.

Your obedient servant,

J. E. BOYD,
Superintendent.

SUPERINTENDENT'S OFFICE, August 28, -1903.

SIR,—I herewith submit my eighth annual report on the operation of this canal for the fiscal year ending June 30, 1903.

The canal was closed for the season on December 20, having been in continuous operation for a period of 264 days, and was reopened for navigation on the 2nd day of April of this year.

During the fiscal year just ended there were made 3,425 lockages, passing through 4,562 registered craft and 378 unregistered vessels and scows, with a total tonnage of 4,495,308 tons, with an average time of 15'90 minutes to each lockage. Of this tonnage 1,476,029 was of Canadian bottoms, being an increase of 465,142 tons over last year in this class of vessels. In the total tonnage for the year there was an increase of 1,416,868 tons, thus showing that the deepening of the lower channel has been appreciated by the vesselmen and justifying the expenditure of the money by the department in the dredging.

The upper channel should now be widened and deepened to meet the increased capacity of the vesesls being built. The Canadian vessel tonnage has been increased in a very marked way by the building of several new vesels and the purchase of some from the old country. This is so marked that during the months of May and June the bulk of the grain from the Canadian North-west was carried east, which in former years generally took until early in September.

During the winter the machinery was thoroughly gone over and repaired, and so far it is in good working order.

The canal buildings and the swing dam have all been painted.

The canal piers have been repaired where necessary and there has been no damage done to them by vessels using the canal.

The daily exchange of vessel reports with the American canal officials is still carried on, thus ensuring the recording of the whole volume of the Lake Superior traffic as in former years. In this respect the amount of freight handled through the two canals at this point is of such magnitude as to call for more than a passing remark, and, as in former years, I give in the table following the figures of the amount of traffic passing through the two canals, and some figures as to the value and cost of carrying this vast amount of traffic. For these figures I have to thank Mr. Joseph Ripley, the General Superintendent of the American canal, and we are very much indebted to all the American canal officials for many courtesies during the season.

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Year	Number of Vessels passed	Registered Tonnage of Vessels	Total Freight Tonnage	Cost of Carrying per Mile Ton	Estimated Value of Freight carried	Percentage of Freight carried in Canadian Vessels	Number of Passengers
1855.....	198	106,296	14,503				4,270
1860.....	916	403,657	153,721				9,230
1865.....	997	409,062	181,638				19,777
1870.....	1,828	690,826	539,883				17,153
1875.....	2,023	1,259,534	833,465				19,685
1880.....	3,503	1,734,890	1,321,906				25,766
1885.....	5,380	3,033,987	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
1896.....	18,615	17,249,418	16,239,071	1	195,146,842	3	37,066
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	267,011,959	3	58,535
1901.....	20,041	24,626,976	28,403,065	·99	289,906,865	4	59,663
1902.....	22,659	31,955,582	35,961,146	·89	358,306,300	4	59,377

During the season of 1902 the Canadian canal passed 13 per cent of the freight traffic and 62 per cent of the passenger traffic, but the percentage of freight carried in Canadian bottoms was only 4 whilst that of the passenger in Canadian bottoms was 72 per cent.

The efficiency of the staff has been maintained.

I would again call attention to the want of a small building for the use of the lockmen whilst on duty waiting for vessels. A small sum should be spent annually on the levelling up of the grounds, thus beautifying and making more attractive this historic spot.

The lengthening of the two south piers is still necessary for the proper operation of the canal, and now that the tonnage is increasing so rapidly it is becoming more apparent that the extra length of pier room is an immediate necessity.

A system of cement walks should be adopted and so improve the looks of the grounds when building these walks which are of a necessity.

I have the honour to be, sir,

Your obedient servant,

J. E. BOYD,
Superintendent.

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

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HARBOUR IMPROVEMENTS.

PORT COLBORNE, ONT.,
September 7, 1903.COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit my annual report on the progress of the works for the improvement of the Port Colborne entrance of the Welland canal.

The contract for this work was entered into on May 4, 1900, with Messrs. M. J. Hogan and Allan R. Macdonell, the value of which at the contract schedule rates is about \$1,000,000.

The contract embraces :—First, the deepening and cleaning up the basin and entrance channel south of the guard lock to the outer end of the west pier, to a depth of 16 feet when there is a depth of 17 feet on the south mitre sill of the new lock, and the construction along the sides of the basin of lines of docking formed of cribwork with a concrete superstructure. Second, the preliminary construction of a deep water harbour for the transfer of cargoes from the large lake vessels, to the 2,000 ton boats of the enlarged 14 feet canal navigation of the St. Lawrence river. This part of the work is of general interest to the Dominion, as marking a new departure in the transportation problem between the North-west and the Atlantic seaboard via the St. Lawrence river. The work now under construction provides for the formation of a wide channel leading in from deep water up to the south end of the west entrance pier of the canal, and the extension of this pier in a southerly and westerly direction by the construction of two piers of cribwork with a concrete superstructure, each 600 feet long by 200 feet wide, connected across the north end by a pier 200 feet long. The water in this channel and around the piers will have a depth of 22 feet at low water level of Lake Erie, which is taken at 17 feet on the south mitre sill of the new guard lock. The present condition of the works may be briefly described as follows:—The new docking on the west side of the canal basin is completed except 300 feet at the crossing of the Port Colborne town water main, preparations are now in progress for the lowering of the water pipe and completion of this part of the docking this fall. On the east side of the canal basin the new docking north of the Grand Trunk Railway elevator is finished, but the 900 lineal feet of docking on this side of the basin south of the elevator, embraced in this contract, was ordered last November not to be built, so that nothing has been done at this point this season. The dredging of the canal basin, principally earth excavation, is practically completed, except cleaning up the bottom.

At the outer or deep water harbour, south of the canal entrance, the two new docks are in an advanced stage of completion, only four cribs, which are built ready for sinking, and about 700 lineal feet of concrete wall superstructure are required to complete the face line of these docks, but only about 25 per cent of the stone filling forming the hearting of these piers has been put in place in rear of the lines of cribwork, as this rock filling was ordered to be stopped last May, as it would interfere with the formation of the foundations of grain elevators on these piers. The dredging on this section of the work, principally rock excavation, is more than one-half finished, and about 50 per cent of the remainder is drilled and blasted.

The value of the work done and materials delivered to August 31, 1903, is \$606,485.63, or 60 per cent of the estimated cost of the work at contract rates, of which the principal items returned in the estimate are as follows:—

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Item 1.	Excavation in canal basin to afford 16 feet of water.	C. yds.	67,960
" 2.	Excavation south of canal entrance to afford 22 feet of water.	C. yds.	112,300
" 2b.	Drilled and blasted, but not dredged.	C. yds.	44,900
" 4.	White pine in cribs, 12 x 12.	L. ft.	17,800
" 5.	Hemlock in cribs, 12 x 12.	L. ft.	456,400
" 6.	White pine in cribs, 6 x 12.	L. ft.	4,900
" 7.	Hemlock in cribs, 6 x 12.	L. ft.	37,500
" 11.	Iron in screw bolts of cribs.	Lbs.	377,500
" 12.	Iron in drift bolts of cribs.	Lbs.	674,200
" 13.	Ship spikes in cribs.	Lbs.	24,300
" 14.	Crib-filling.	C. yds.	75,700
" 15.	Concrete in blocks.	C. yds.	6,300
" 16.	Concrete in mass form.	C. yds.	6,200
" 17.	Oak waling.	M. ft. B.M.	73'7
" 18.	Cast-iron mooring posts.	Lbs.	12,900
" 19.	Wrought iron anchor rods of mooring posts.	Lbs.	6,000
"	Stone filling and ballast.	C. yds.	7,600
"	Macadam.	C. yds.	1,600
Special,	Stone filling behind cribs.	C. yds.	6,850

The plant at present employed on the work in the removal of the rock excavation, which is the principal item of work remaining to be done, consists of two drill boats of three drills each, and one boat of two drills, two large and powerful dredges with a full equipment of dump and deck scows supplied with large iron and wooden tubs. In addition to this plant there are several large deck scows equipped with powerful derricks and the concrete mixing plant.

Up to the end of last season (1902), the contractors' operations were seriously hindered by frequent storms on Lake Erie, their plant being weather-bound and idle a great part of the time; however, the work this season has been greatly facilitated by the protection afforded by the 4,400 lineal feet of breakwater built by Messrs. Hogan & Macdonell across the southern face of the harbour for the Department of Public Works, and which is now practically completed.

This breakwater protects the canal entrance and new docks from the south-west storms which sweep down Lake Erie with terrific force, but affords little protection from the south-east storms, which frequently blow with considerable violence, and from the experience thus far gained, it is the opinion of the writer that vessels could not lie on the eastern faces of the new docks, and load or unload cargoes during a heavy south-east blow, without the shelter afforded by a short eastern breakwater, the construction of which should be taken into consideration when a further extension of the harbour docking is contemplated.

In respect to such an extension at some future date, it is recommended that a thorough investigation should be made of this question on the east side of the canal basin, where, as previously stated, about 900 lineal feet of docking, originally embraced under this contract, has been cut out. Undoubtedly at no distant day better provision for the transfer of coal, iron ore, grain, &c., from the lake boats to the cars of the Welland branch of the Grand Trunk Railway will be required, and this is the most convenient point at which these facilities can be provided, and where the Department of Railways and Canals now own most of the land required for the construction of a deep inland basin and docking, which could be adapted for the transhipment of cargoes either to cars or canal boats.

I am, sir, your obedient servant,

ALEX. J. GRANT,
Engineer in Charge.

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ENGINEER'S OFFICE,
SAULT STE MARIE, ONT., September 5, 1903.

SIR,—I beg leave to submit my annual report upon the improvement work to the channelways at the lower entrance and survey in connection with the widening and deepening of the upper approach to the Sault Ste. Marie canal.

DREDGING LOWER ENTRANCE.

The contract for deepening the lower entrance to a depth of one foot below the mitre sill of the lower main gates, or 21 feet 5 inches below mean low water level, and widening to a minimum width of 315 feet, was completed in accordance with specifications and plans August 13, 1902.

In connection with the maintenance of this depth, I beg leave to state that great difficulty was found in securing it on the north limit of the channelway, 400 feet east of the end of the entrance pier, or just adjoining the Lake Superior Power Co. channelway, from the quantity of waste fibre allowed to be discharged from the pulp machines at the Power Co. mill and which it is expected will again fill in in a short time. The working of the lock or the discharge from turbines cause the formation of a small mud bank close to the end of the south entrance pier, which, in the course of a few years, will again require attention.

Since the opening of the improved channelway no complaints have been made of vessels using the lock striking the bottom, and from additional width provided at the turn vessels can make an entrance now in perfect safety. Good safe navigation having been secured in order to assure it, it will be necessary to sweep over the channelway at the beginning of each season and remove boulders and stone overturned by toe lines, and in some cases carried into channel by anchor ice, which is found in large quantity at the foot of the St. Mary rapids.

EXTENSION OF SOUTH ENTRANCE PIER, LOWER ENTRANCE.

It is proposed to extend the south entrance pier 800 feet to provide better accommodation for vessels lying up during the night in the fall of the year and in waiting for lockage. A berth for this pier was dredged out in connection with the Bowman contract, and during the winter of 1903 close soundings were secured over the area.

SURVEY AND PROPOSED WORK AT THE UPPER ENTRANCE.

During the winter seasons of 1900 and 1901 an examination of the channelway at the upper entrance of the Sault Ste. Marie canal was made, and a large plan showing information obtained prepared. The proposed deepening and widening was outlined and an estimate made of the same, which was submitted and approved. In the winter season of 1903 soundings with reference to the new centre line of channel were taken and an estimate made from same. Plans, specifications, &c., have been prepared and the work referenced and put in shape so that dredging may be started at once. The proposed work at the upper entrance consists of deepening the present channelway from 18 feet to 21 feet 5 inches below low water level, and in widening from the present width of 250 feet to 500 feet through the Vidal shoal, also the removal of a number of small shoals lying between the canal turning buoy and the American channel. The necessity of this work being done was again shown this season when the steam barge *George B. Leonard* going out of the canal passed the turning buoy, and in making for the American ranges struck on one of the shoals, also the barge *Pretoria* in tow

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of steamer *Rappahannock* was crowded on the bank in the 250 foot buoyed out channelway.

EXTENSION OF SOUTH ENTRANCE PIER, UPPER ENTRANCE.

In the improvement work outlined at the upper entrance it is proposed to extend the south entrance pier 800 feet. The requirement of additional pier accommodation has long been felt, in providing vessels which have to wait for delayed orders, and harbour protection in the fall of the year. It will also act as a protection in keeping vessels from being driven on the bank by the heavy cross current found at the upper approach. Soundings have been taken over pier site and an estimate prepared of material to be removed.

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, Ont.

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ST. LAWRENCE CANALS,

OFFICE OF THE SUPERINTENDENT OF OPERATION,
MORRISBURG, ONT., June 30, 1903.

SIR,—I have the honour to report upon the operation and maintenance for the fiscal year ending June 30, 1903, of the canals in the River St. Lawrence district.

During the season of 1902 traffic was rather slack, chiefly owing to the great strike in the Pennsylvania coal fields. For the part of the season of 1903 already passed there has been a most decided improvement, large quantities of coal and grain, in addition to package freight, having passed through. There seems, too, very little reason to doubt that traffic has been stimulated by the abolition of the tolls. Some evidences of this are seen in the fact that the quantity of grain transhipped at Kingston far exceeds the record for last year; several of the large lake boats finding it possible to run to Kingston instead of to the Georgian Bay ports. Coal has been shipped as far east as Quebec.

The new boats of the Wolvin syndicate are now running regularly to Quebec, and the Canadian Ocean and Inland line have put on a line of lake and river boats to feed their ocean fleet.

Vessels of the size of those in use by both these lines are fast displacing the smaller craft employed when something of a lighter draft was necessary. Only a very few of these lighter vessels are now in commission for freight business.

The work of maintaining these canals would be very greatly aided by having a dredge. There are many places where defects could be remedied and improvements made by its assistance.

A statement of fines and damages assessed; and a record of the water levels is appended.

THE CORNWALL CANAL

was closed on December 11, 1902, and opened for traffic on May 1, 1903.

During the year this canal was operated without any interruption to traffic.

The electric machinery has been installed on the bridges and new locks, by Mr. M. P. Davis, and is operating successfully. It is usual now to put a vessel through a lock in one-third less time than before electrical operation was introduced.

The electric lighting has been performed satisfactorily. There was one unusual interruption when the whole service at the foot of the canal was demoralized owing to the high water on February 10, and succeeding days. At this time the water rose to within a very few feet of the top of the bank on the 17-18 level. Many of the light poles were broken by the ice, and that part of the line rendered useless for the time being.

As soon as opportunity offered the needed repairs were made.

In adapting electrical machinery to work the gates and valves of the locks and weirs, it was thought advisable that there should be one uniform pattern throughout. In order that this end might be attained it became necessary to first bring about uniformity in the apparatus of the various locks. This involved changing many hand rails, lifting screws, strain plates, shafts and gate bridges.

A new valve-lifting gear was put on the weir at lock 17.

The old gates were rebuilt and put in at the lower end of lock 21; the draw-straps on the weir valves replaced by heavier ones; and the old wooden structure taken away and a neat iron railing built along the north side of this lock.

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A new white oak floor was put on the Mille Roches bridge; the floor of the lower dam weir patched, and a tool-house built.

At lock 20 weir, a concrete apron was built during the time that the water was cut in the spring. At the same time a piece of rip-rap, about 700 feet long, was built on the north bank above lock 19; and all the old barges were cleaned out of the canal.

During the month of April, when the water was out, all the lock gates were thoroughly overhauled and repaired.

The masonry on the north side of the lower entrance has always suffered severely from vessels entering the canal. It had been broken, and allowed to remain in that condition for some years. The courses of stone were chipped, cracked, and shoved back irregularly.

It appeared that if a substantial backing were put in that then the masonry would successfully resist the impact of vessels. Accordingly new stones were procured to replace the broken ones, and a bed of concrete, $3\frac{1}{2}$ feet deep, $3\frac{1}{2}$ feet wide was laid as a backing for the masonry for a length of 70 feet.

The work was done early last season, and so far has stood the test well. There is no shoving in the courses of masonry, nor no broken stones.

While replacing the two broken stoplog-check coping stones at the upper end of lock 15, the opportunity was taken of having the coping course opened to replace those stones which had been shoved out of place, and here, too, a backing of concrete was put in, and this backing properly finished on top to a width of six feet.

At any point on the bank where the rip-rap had given away it was replaced, and work of the same nature is going on still.

Iron hoods were put over the gearing of the operating machinery on the weirs.

Substantial new ditches were put in on the south side of the bank just east of Mille Roches bridge, and on both sides at lock 15.

In order to make the watch-houses better suited for winter use, one at each lock was lined and sheeted.

All the ironwork and woodwork requiring it was painted.

A granolithic walk was put in from the house to the street at the collector's residence.

Work is now progressing on fitting the gates on the old locks for electrical machinery.

The superannuations during the year were :—

Lock 17.—P. Denny, labourer, by Order in Council dated December 1, 1902.

Lock 18.—Alex. Adams, labourer, by Order in Council dated February 1, 1903.

Lock 21.—Timothy Sheets, master, by Order in Council, dated January 30, 1903.

It is imperative that repairs should be made to the north bank, in the town of Cornwall, further east than seems to be contemplated from the work now being carried on there. The bank is in a dilapidated condition and will not resist the weight of water much longer. It has been in a bad state for several years.

The old wooden superstructure at the foot of Pitt street, Cornwall, should be taken away and the stone wall raised to the same height as that now being built.

The necessary grading and finishing at locks 15 and 17 has not yet been done. It is now some years since the locks proper were finished, and it seems undesirable that the surroundings should be left in the condition in which they exist to-day.

During the last couple of years the size of vessels using the canals has increased wonderfully. The other day the *Robert Wallace* passed down with a cargo of over 2,100 tons. It would seem that the question of making the dry-dock at Cornwall of a sufficient size to accommodate the larger vessels should be in order. The dock has been of great value to the shipping interests, but to make it retain that value it must be adapted to the changed conditions. I would strongly urge that something should be done in this line.

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THE WILLIAMSBURG CANALS

were closed on December 10, 1902, and opened for traffic on May 1, 1903.

These canals, the Farran's Point, Rapide Plat and Galops, were operated during the year without interruption from accident.

The yard at Morrisburg was put in good shape, by grading and ditching and road-making, all the buildings completed and a small wharf built.

A storehouse, for lumber and supplies, needs to be added yet.

Three houses belonging to the department, one at Cardinal and two at Iroquois, were put into a good state of repair for the use of the lockmen.

Extensive repairs were made to the wharf at Iroquois, so that it is now in excellent shape.

Ten iron snubbing posts with permanent concrete base were put in at lock 23, along with concrete backing, properly finished; steps were built to the lower terrace.

Immediately after navigation was closed in the fall the lower pair of gates were taken off lock 24; during the winter they were rebuilt, putting on the newer pattern of valve and valve-lifting gear and hanging apparatus. They were stepped again in the spring before navigation opened.

A very considerable deal of repairing has been done to the rip-rap on the Rapide Plat and Galops canals.

The leak that had been a source of trouble for so long, just near the junction of the Cardinal and Iroquois sections of the Galops canal, appears to have been stopped. This was done by taking out the old cribs which had been left in the bank and filling in with a good grade of earth, well rammed, and handled by scrapers and shovels. The work was done in such a substantial manner that the water was raised in it as soon as the inner course was built a foot higher than the water level.

A red light was placed on the outer pier at the upper entrance of the Farran's Point canal and a lightkeeper appointed.

The cross currents at the lower entrance at Farran's Point are still a source of great difficulty to vessels, and injury to the piers. It is impossible for tows to make anything like a safe entrance at times. It does seem that some remedy should be devised to make navigation safer at this point.

The large vessels now using the canals find it a difficult matter to use the Rapide Plat canal without running on the south bank east of the canal shops at Morrisburg; and again, there is difficulty in getting a straight entrance to the upper lock.

They also find a difficulty in making the lift-lock in the Galops canal, from the west, owing to the very short wing wall. There is not sufficient space in which to stop speed.

THE MURRAY CANAL.

was closed on December 9, 1902, and opened for navigation on April 1, 1903.

During the year it was operated without interruption to traffic, or damage to the canal.

The back ditches were kept cleaned out, weeds cut, and rip-rap in place.

The wharf, for which material was on hand, was completed. It supplies a long felt want.

On both the Brighton and railway bridges the wooden piers were re-built from the water up.

A new covering was put on the culvert on the south side of the canal.

Numerous complaints had been made by the residents in the vicinity that the dump on the south bank prevented the flow of water from their land. An underground ditch was put in near the Brighton bridge, and the complaints have ceased.

A derrick was built, and the scow repaired so that it is now as good as new.

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A house was purchased near Smithfield bridge for the use of one of the bridge-tenders. It requires a considerable amount of repairs before being in a proper state for habitation.

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

W. A. STEWART,
Superintendent of Operation.

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

STATEMENT of Fines and Damages in Connection with the St. Lawrence Canals during the year ending June 30, 1903.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
			\$ cts.	\$ cts.		
Lock 19	July 19			5 00	L. A. Ross.	Unpaid.
" 19	" 26	Mary Ellen.		10 00	J. & M. Jesmer	Paid.
" 19	" 26			20 00	L. A. Ross.	Unpaid.
" 15	Oct. 21	John Duncan	21 50		Wolvin Syndicate.	Paid.
" 18	" 21	Turret Crown.	20 00		Wm. Petersen, Ltd.	"

WILLIAMSBURG CANALS.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
			\$ cts.	\$ cts.		
Lock 28	Sept. 9	Spartan	7 63	10 00	Richelieu and Ontario Co.	Paid.
" 28	" 10	Myles	183 50		Myles Transportation Co., Ltd.	"
" 22	May 13	Grantham	20 00		Donnelly Salvage and Wrecking Co.	"

MURRAY CANAL.

Bridge.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
			\$ cts.	\$ cts.		
R. Road	July	Spartan	20 00		Richelieu and Ontario Co.	Paid.
	" 26	North King		10 00	Lake Ontario and Bay of Quinté Steamboat Co.	"

W. A. STEWART,
Superintendent of Operation.

MORRISBURG, ONT., June 30, 1903.

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RECORD OF HIGHEST AND LOWEST LEVELS OF WATER ON THE ST. LAWRENCE CANALS FOR THE YEAR ENDING JUNE 30, 1903.

MONTH.	CORNWALL CANAL.						WILLIAMSBURG CANALS.						MURRAY CANAL.			
	Lock 15.			Lock 21.			Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.	
	Highest Lowest.		Ft. In.	Highest Lowest.		Ft. In.	Highest Lowest.		Highest Lowest.		Highest Lowest.		Highest Lowest.		Highest Lowest.	
	Ft.	In.		Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1902.																
July.....	10 4	9 10	10 4	9 8	9 7	8 11	9 3	8 7	9 7	8 8	12 0	11 0	10 0	9 4	13 8	13 0
August.....	10 5	10 0	10 4	10 0	9 7	9 0	9 4	8 9	9 8	9 0	12 2	11 0	10 1	9 3	13 8	13 4
September.....	10 1	9 7	10 4	9 5	9 7	8 5	9 4	7 9	10 0	8 0	12 6	10 1	10 4	8 5	13 4	12 10
October.....	9 11	9 4	10 1	8 11	9 1	8 0	9 10	7 6	9 5	7 5	11 8	9 8	9 10	8 3	13 0	12 4
November.....	9 9	9 0	10 2	8 4	9 4	7 4	9 0	6 6	9 4	7 3	11 9	8 10	9 9	7 9	12 8	11 11
December.....	10 3	8 11	10 0	8 1	9 0	7 3	8 6	6 6	9 0	7 0	11 5	8 2	9 4	7 3	12 5	12 1
1903.																
January.....	18 9	9 5	9 6	8 3	9 4	7 6	8 8	7 1	8 6	7 0	10 9	8 7	9 5	8 0	12 6	12 1
February.....	27 8	14 5	9 2	8 5	8 3	7 10	8 0	7 0	8 5	7 5	10 5	9 3	8 8	8 0	12 6	12 2
March.....	19 2	10 6	10 8	8 5	10 0	8 0	9 10	7 2	10 3	7 5	12 9	9 3	10 1	8 2	13 7	12 3
April.....	10 11	10 4	10 11	10 0	10 2	9 0	9 9	9 0	10 3	9 2	12 9	11 6	10 6	9 6	14 2	13 6
May.....	10 7	10 2	11 3	10 3	10 7	9 6	10 2	9 0	10 7	9 4	12 9	12 0	10 9	9 9	14 4	13 7
June.....	10 7	10 2	10 7	10 2	10 0	9 5	9 9	9 3	10 2	9 6	12 8	11 11	10 4	9 7	14 3	13 9

W. A. STEWART,
Superintendent of Operation.

MORRISBURG, Ont., June 30, 1903.

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SUMMARY OF TRAFFIC THROUGH THE ST. LAWRENCE CANALS DURING THE SEASON OF 1902.

REVENUE DIVISION.	Passes issued and seen.		Grain, &c. on which Tolls were paid here, transhipped at				Through Traffic to Quebec.				Number of Vessels passed through.						Registered Tonnage of Vessels passed through.				
	Kings-ton.	Pres-cott.	Ogdens-burg.	Wheat.	Flour.	Coal.	Corn-wall.	Farran's Point.	Rapide Plat.	Galops.	Loft Lock.	Mur-ray.	Corn-wall.	Farran's Point.	Rapide Plat.	Galops.	Loft Lock.	Murray.	Tons.	Tons.	Tons.
Cornwall	2,092		26,078	17,250	4,270	8,301	3,698		1,541	5,688	1,748		745,852	316,504	371,104	736,891					
Cardinal	829	313	7,164																		
Kings-ton	287																				
Brighton	857											839									

W. A STEWART,
Superintendent of Operation.

MORRISBURG, Ont., June 30, 1903.

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RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, July 7, 1903.

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, 1903.

Navigation closed at Ottawa, November 29, 1902.

Navigation closed at Kingston Mills, November 26, 1902.

Navigation opened at Ottawa, April 28, 1903.

Navigation opened at Kingston Mills, May 1, 1903.

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 spring freshet this year was, I am glad to state, a low one, enabling us to pass off the water and ice through our weirs without any damage worth mentioning being done to the works.

The principal works and repairs executed along the line of the canal are as follows:—

OTTAWA.

Two new piers of sandstone were built in lock No. 5, the stone having been cut in Elgin quarry during the summer by our own masons, and built by them during the winter.

The coping of lock No. 8 on the north side was taken up and relaid with new stone of the same description.

Repairs were made to portions of the wharves round the basin, and also the roadway round the same was macadamized in places where required, and sundry repairs made to the station in general.

STEWARTON BRIDGE.

The swing span was shored up and adjusted, the roadway repaired; and small repairs made to the bridge-keeper's cottage.

BANK STREET BRIDGE.

Sundry small repairs were made to the bridge, and to the bridge-keeper's cottage.

HARTWELL'S.

Sundry small repairs were made to the lock-house and station in general. The tow-path road was raised and graded with gravel between this station and Bank street bridge, and is now in first-class order for vehicles. The masonry of this station is beginning to show signs of failure; and arrangements are being made to rebuild portion of the upper lock and the waste weir this winter.

HOGSBACK.

The large stoplog bulkhead on the Gloucester side of the river was rebuilt last winter by our own carpenters. One pair of lock-gates were renewed; and the tow-path

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road was raised and graded between this station and Hartwell's. The swing bridge across the upper lock will be taken down next winter and replaced with a steel swing. Sundry small repairs were made to the station in general.

BLACK RAPIDS.

The boom in front of the weir on the west side of the dam was broken by the ice this spring; but not until it had served its purpose in deflecting the most of the heavy ice from the weir. The repairing of this boom is but a trifling matter. The lock-house and store-house were re-shingled, and a new porch was built in front of the former. Sundry small repairs were made to the station in general.

LONG ISLAND.

One pair of lock-gates were rebuilt; six new chain blocks placed in position. Small repairs were made to the bulkheads at this station and at Manotick; and both these structures will be rebuilt entirely next winter.

BECKETT'S LANDING BRIDGE.

This bridge, with the exception of the swing span, was rebuilt last winter from low water line up, and a fine steel superstructure of three spans erected, the superstructure being built under contract with the Dominion Bridge Company, of Montreal.

BURRITT'S RAPIDS.

Sundry small repairs were made to the station in general, and gravel placed on the dam and embankments.

NICHOLSON'S.

One pair of lock gates were renewed, and sundry small repairs made to the station in general.

CLOWES'.

A long protection crib was built on the south side of the lock, to prevent a repetition of the washing out of the lock slope during the discharge of water through the weir during the freshet. Sundry small repairs were made to the station in general.

MERRICKVILLE.

The south side of the lower basin was taken down and rebuilt by our own masons last winter. Four new sluice frames were put in, and the protection piers at the south side of the bulkhead were rebuilt. The lower wing wall of the lower lock requires to be rebuilt, and this will be done next winter, as well as the upper sill of the lower lock. The blockhouse was reshingled, glazed and painted by contract, and now presents a neat appearance. Sundry small repairs were made to the station in general.

KILMARNOCK.

The approaches to the swing bridge across the lock were rebuilt, and repairs made to the waste weir bridge, and sundry small repairs made to the station in general. The back dam is in bad condition and will require to be entirely rebuilt, as it is almost worn out.

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EDMONDS.

Small repairs were made to the station in general, and some stones that had been carried out of the dam by ice were replaced therein.

OLD SLY'S.

Two pairs of lock gates were rebuilt. A new flight of steps was placed on the slope of the lower lock. Small repairs were made to piers above the locks, and sundry small repairs were made to the station in general.

SMITH'S FALLS COMBINED.

Two new swing bars were placed on the upper lock, and new foot boards framed. Sundry small repairs were made to the station in general.

SMITH'S FALLS DETACHED.

A new kitchen was built for the lockmaster's house. The bulkhead was repaired, and the floor of the bridge across the waste water channel was replanked. One new swing bar was placed on the lock gates, and two pairs of sluice frames rebuilt, and six new chain blocks placed in position.

POONAMALIE.

The wing wall on the south side of the lock was taken down and rebuilt by our masons. A new kitchen and shed was built for the lockhouse, and sundry small repairs made to the station in general.

BEVERIDGE'S.

Sundry small repairs were made to the station in general, and a well was drilled for the lockmaster's house.

PERTH.

Sundry small repairs were made to the bridges and to the wharves and tow-path roads along the canal.

NARROWS.

One new swing bar was placed on the upper gates. A new fence was built on the west side of the lock, and sundry small repairs made to the station in general.

NEWBORO'.

New foot boards and running bars were framed and placed on the upper gates of the lock, and sundry small repairs made to the high level bridge and to the station in general.

CHAFFEY'S.

The upper wing walls of the lock were taken down and rebuilt last winter by our own masons, the stone having been cut in Elgin quarry last summer. Mr. T. Simmons, of Chaffey's, unwatered the lock by contract, and carried out his contract most satisfactorily, so that our men were not delayed at all by reason of water. Sundry small repairs were made to the station in general.

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DAVIS'S.

The bridge across the waste weir was repaired, but requires to be entirely rebuilt next winter. Some new fencing has been placed round the station. Sundry small repairs were made to the station in general.

JONES'S FALLS.

Two pairs of the high lock gates at this station were strengthened and will be rebuilt next winter, as well as the two masonry sills against which they shut. The waste weir will also be rebuilt next winter. Sundry small repairs were made to this station.

MORTON DAM.

Small repairs were made to the slopes leading down to the dam.

UPPER BREWER'S.

Some new fencing was erected on each side of the road leading to the swing bridge across the locks; and sundry small repairs were made to the station in general.

LOWER BREWER'S.

New approaches were built to the swing bridge across the lock. The rest pier above the lock was rebuilt; and small repairs made to the lockhouse and also to the storehouse; and to the station in general.

BRASS' POINT BRIDGE.

This bridge was, with the exception of the swing span, rebuilt from low water mark up, and instead of the old wooden structure of eight spans, there are now but four spans of steel:—the superstructure having been built under contract with the Dominion Bridge Company of Montreal.

KINGSTON MILLS.

One pair of lock gates were renewed. The old wooden swing bridge across the upper lock, was taken down, and a steel swing span substituted therefor under contract with the Hamilton Bridge Works Company. Small repairs were made to the sluice frames, and some new chain blocks placed in position. The lockhouse is in bad repair—so bad in fact as to not worth repairing. However, a new house will be built this year, provision for which has been made in the estimates.

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 Messrs. Bellhouse, Dillon & Co., of Montreal, the brand purchased being 'White Cross,' and the quantity 900 barrels.

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The painting of the lock gates, bridges, houses, &c., was also done by the lockmen, the paint being supplied under contract with Mr. W. E. Dickson, of Montreal, for 2,750 pounds of this material.

The Douglas Fir dimension timber required for the new lock gates, &c., was furnished under contract with Mr. M. Ryan of Smith's Falls, who supplied 135,700 feet, B.M., of this timber.

DREDGING PLANT.

The dredge *Rideau* was employed last season in completing the new channel between Kingston Mills and the city of Kingston; and also in dredging the canal cut between Birmingham's Landing and Lower Brewer's lock (where she is at present working).

The tug *Shanly* was employed in attending on the dredge, delivering supplies along the canal to the various lock stations, and on inspection work. She is getting very old and her frames in places are too soft to hold spikes. She cannot last more than another year. 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 SCHRIEBER, 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, 1902, to June 30, 1903.

OTTAWA, LOCK NO. 1.				KINGSTON MILLS, LOCK NO. 47.			
Highest.		Lowest.		Highest.		Lowest.	
Ft. In.		Ft. In.		Ft. In.		Ft. In.	
July 1-2.....	14 4	July 31.....	10 10	July 28-31.....	8 3	July 1-4.....	7 9
Aug. 3-5.....	10 11	Aug. 31.....	8 10	Aug. 1-22.....	8 3	Aug. 23-31.....	8 2
Sept. 1.....	8 8	Sept. 12-13.....	7 7	Sept. 1-3.....	8 2	Sept. 25-30.....	7 8
Oct. 30-31.....	9 10	Oct. 1-9.....	8 0	Oct. 1-7.....	7 8	Oct. 28-31.....	7 4
Nov. 25-27.....	13 2	Nov. 2-5.....	9 9	Nov. 1.....	7 4	Nov. 21-30.....	7 0
Dec. 1.....	12 11	Dec. 31.....	10 9	Dec. 1-5.....	7 0	Dec. 18-31.....	6 9
Jan. 1-3.....	10 9	Jan. 29-31.....	9 6	Jan. 9-27.....	6 11	Jan. 1.....	6 9
Feb. 28.....	9 9	Feb. 4-9.....	9 4	Feb. 1-9.....	6 10	Feb. 24-28.....	6 7
Mar. 23-24.....	17 2	Mar. 1.....	9 10	Mar. 30-31.....	8 0	Mar. 1.....	6 7
April 1.....	16 2	April 29-30.....	14 7	April 27-30.....	8 10	April 1.....	8 0
May 19.....	17 7	May 1.....	14 10	May 21-31.....	9 0	May 1-4.....	8 10
June 1.....	15 8	June 11-12.....	13 8	June 1-2.....	9 0	June 19-24.....	8 9

ARTHUR T. PHILLIPS,
Superintending Engineer.

Rideau Canal Office,
Ottawa, July 7, 1903.

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ST. PETER'S CANAL.

CANAL OFFICE, ST. PETER'S, C.B., June 30, 1903

SIR,—I have the honour to submit my annual report of work performed on St. Peter's canal, under my charge, during the fiscal year ending June 30, 1903.

1. Disposing of old sheds, known as the Donohoe sheds, and cleaning debris from surroundings, and gravelling same.

2. Cleaning out 300 feet of old drain leading from main post road and putting on new road covering and filling up same.

3. Shipping, as instructed, to North Sydney, C.B., to Intercolonial Railway, creosoted 3-inch and 2-inch pitch pine planking.

4. Hanging and making and placing 15 new fenders and repairing 13 old ones on west side of canal; built 15 new resting wooden pillows, two, three and four feet deep, attached to canal stone wall with split drift bolts, and hanging 13 new fenders on east side.

5. Repairing damages done to wharf, north entrance, west side, by steam yacht *Gundreda*.

6. Repairing damages done to wharf, south entrance, east side, by steam yacht *Elsa*.

7. Repairing five of the lock-gates by marine diver, and putting iron bands with bolts through the gates in order to fasten toe rollers that were loose and fastening track castings with bolts, and shimming same to a level.

8. Removing bank of clay at south entrance opposite lock, west side; this work was of great necessity. Removing this clay and sloping and draining at top of bank and at bottom slope; gives to all debris and waters an outlet clear of canal.

9. Cleaning and removing all stones, sticks and rubbish on east side of lock; levelling same and gravelling.

The canal is in very good condition, operating all right. The bridge will require some repairs soon, as considerable of the timber is decaying.

I failed in getting the services of a dredge to do the work at the south and north entrances, but trust that this work will be completed this year.

Navigation closed on St. Peter's canal January 8, 1903, and opened April 15, 1903. From the beginning of this fiscal year up to the end of this month 1,607 steamers and vessels passed through St. Peter's canal.

There is one tidal lock and four pairs of gates on St. Peter's canal.

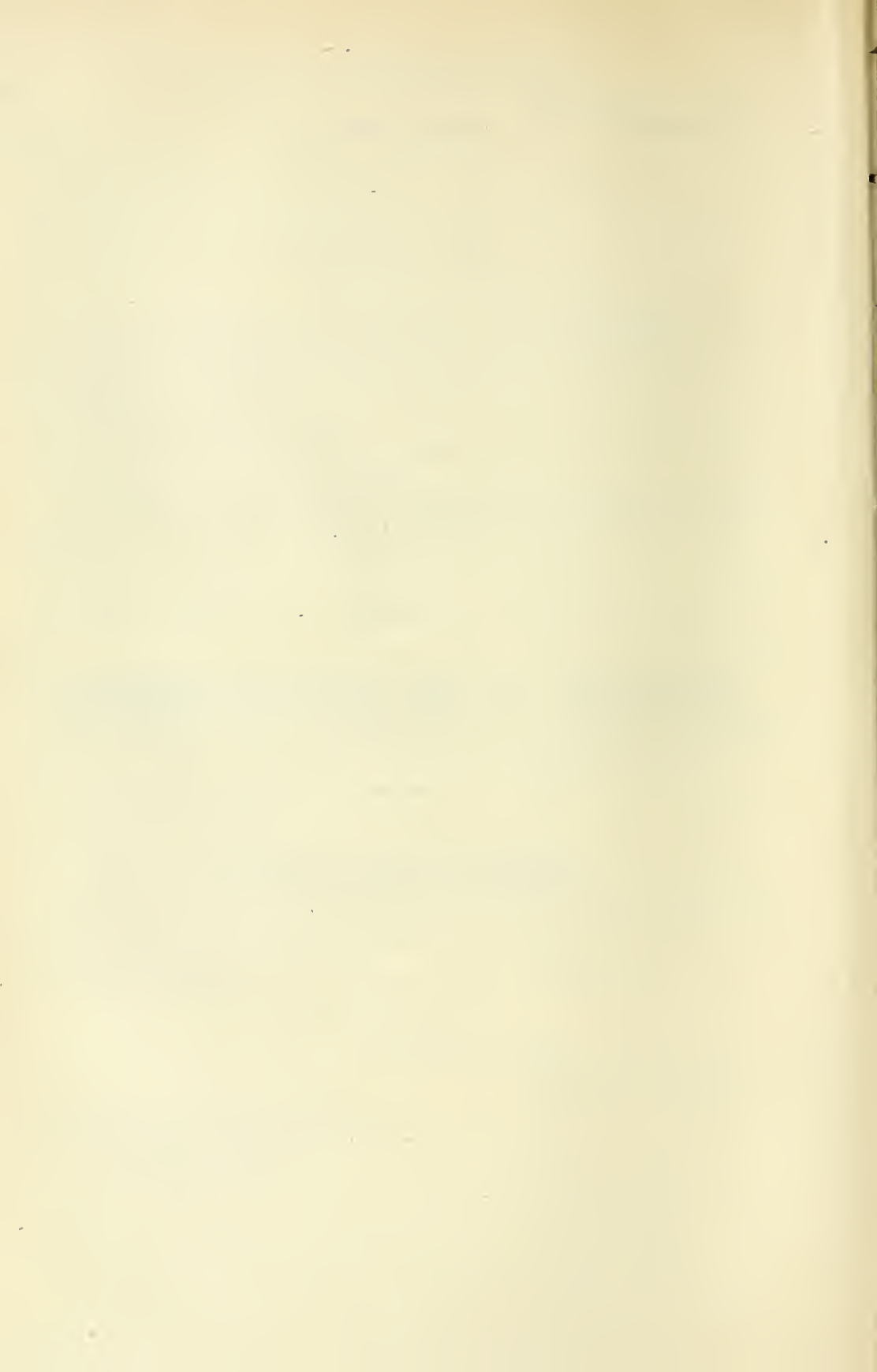
I have the honour to be, sir,

Your obedient servant,

JNO. H. DEVEREUX,

COLLINGWOOD SCHREIBER, 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



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, 1902, to October 1, 1903. Within the period above named there were fourteen meetings of the Railway Committee as follows:—

October 28, 1902; November 7, 1902; November 11, 1902; December 19, 1902; January 6, 1903; February 3, 1903; March 4, 1903; March 19, 1903; May 21, 1903; July 23, 1903; July 30, 1903; September 12, 1903; September 22, 1903; September 29, 1903.

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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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, 1902, to October 1, 1903, and the decisions arrived at. They are as follows :—

1. Application of the Corporation of the city of St. Henri, *re* opening of Gareau street across the tracks of the Grand Trunk Railway Company.—Withdrawn.

2. Application of the Winnipeg Street Railway Company for permission to cross, at rail level, the Canadian Pacific Railway at Main street and Higgings avenue, in the City of Winnipeg.—Under consideration.

3. 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.

4. 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.

5. 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.

6. 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.—Withdrawn.

7. 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 into 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.

8. 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.—Order approving of place and mode of crossing, confirmed.

9. 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.—Dismissed.

10. 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

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Company at a point north of King station, as shown on plans and profiles submitted.
--Approved.

11. 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 Nancy street across the tracks of the said railway companies.—Under consideration.

12. Application of the Cape Breton Electric Railway Company for an order permitting its electric cars to cross the tracks of the Interecolonial 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.—Granted.

13. 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.—Granted.

14. 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.—Granted.

15. 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.—Approved.

16. 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 Catharine streets, Ottawa.—Granted.

17. 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.

18. 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.

19. 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 Sapper's Bridge, Ottawa.—Under consideration.

20. 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.

21. 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.

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22. Application of the town of Toronto Junction for a variation of orders Nos. 5163 and 5164, *re* St. Clair avenue and Davenport road crossings.—Withdrawn.

23. 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.—Approved.

24. 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.—Granted.

25. 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.—Approved.

26. 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.—Granted.

27. 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.

28. 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.—Approved.

29. 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.

30. Application of the Canadian Northern Railway Company for approval of the place and mode of crossing by its railway of the Canadian Pacific Railway near Emerson, Manitoba.—Approved.

31. Application of the Bruce Mines and Algoma Railway Company for an extension of the time for the installation of the interlocking, derailing system at its crossing of the Canadian Pacific Railway near Bruce Mines station.—Granted.

32. Application of the Vancouver, Victoria and Eastern Railway Company for approval of the places and mode of crossing by its branch line of the Columbia and Western Railway (C.P.R.) by means of two overhead bridges.—Approved.

33. Application of the Corporation of the city of Toronto for permission to lay and maintain a water main under the tracks of the Grand Trunk Railway where the same crosses Greenwood avenue, Toronto.—Granted.

34. Application of the Grand Trunk Railway Company of Canada for permission to make embankments on the deviation of its line between Bowmanville and a point west of Darlington station.—Granted.

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 Foley, showing the crossings of all public highways in the said township, at rail level or otherwise.—Approved.

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 Christie, showing the crossings of all public highways in the said township, at rail level or otherwise.—Approved.

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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 McMurrich, 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 Perry, 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 Monteith, showing the crossings of all public highways in the said township, at rail level or otherwise.—Approved.
40. Application of the Quebec Southern Railway Company for permission to construct a branch line from its main line to the Mount Johnson quarries.—Granted.
41. Application of the Lake Erie and Detroit River Railway Company for permission to construct a branch line from its main line to the town line road between the townships of Anderdon and Colchester North, in the county of Essex.—Granted.
42. Application of the Lake Erie and Detroit River Railway Company for approval of the changes in the location of the line of its railway in the township of Sombra, county of Lambton, and in the town of Wallaceburg and the Gore of Camden, in the county of Kent.—Approved.
43. Application of the Canadian Pacific Railway Company for approval of the construction of an additional track over the streets crossed by that portion of its line extending from a point south of Queen street in its Parkdale yard to a point near the intersection of Western road and Dundas streets in its yard at Toronto Junction.—Approved.
44. Application of the Canadian Pacific Railway Company for the approval of the construction of an additional track across streets north of the city of Toronto from Avenue road on the east, to Symington avenue on the west.—Approved.
45. Application of the Corporation of the city of Toronto for permission to lay and maintain a line of water pipes under the tracks of the Grand Trunk Railway Company of Canada on Cherry street, Toronto.—Granted.
46. Application of the Grand Trunk Railway Company of Canada for the approval of the construction of a siding from its line on the Don Esplanade across Eastern avenue to the premises of Wicket and Craig on Cypress avenue, Toronto.—Granted.
47. Application of the Montreal Terminal Railway Company for the approval of the construction of a subway under the Canadian Pacific Railway on the line of Forsyth street, in the city of Montreal.—Approved.
48. Application of the Sandwich, Windsor and Amherstburg Railway Company for approval of plan and proposed site of a bridge to be built by that company across the Cunard river, at a point in the 1st Concession of the township of Anderdon, Essex county.—Approved.
49. Application of the Canadian Pacific Railway Company for the approval of the construction of a track from the present terminus of the Spur track known as the Princess street spur, in the city of Winnipeg, southward to the northerly limit of McDermott avenue, crossing in its course Alexander, Pacific, Ross, Elgin, William and Bannatyne streets, in accordance with plan submitted and agreement with the city of Winnipeg.—Approved.

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50. Application of the Tilsonburg, Lake Erie and Pacific Railway Company for approval of the place and mode of crossing, at rail level, by its railway of the Grand Trunk Railway in the town of Tilsonburg.—Approved.

51. Application of the municipal Council of the county of Richmond, in the province of Quebec, for a temporary crossing over the Grand Trunk Railway during the reconstruction of the bridge across the River St. Francis.—Granted.

52. Application of La Compagnie du Chemin de Fer de Colonization du Nord for approval of amended location of a portion of its line extending from a point three miles north of Labelle to Nominugue, through the townships of Marchand and Loranger.—Approved.

53. Application of the Canadian Pacific Railway Company for the approval of the construction of a siding across Nena and Henry streets, in the city of Winnipeg, to Logan avenue to the premises of Stewart & Metcalf.—Approved.

54. Application of the Canadian Pacific Railway Company for the approval of the construction of a siding known as the McCormick spur across Princess and King streets, in the city of Winnipeg, to the premises of the McCormick Harvesting Machine Company.—Approved.

55. 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 townships of Perry and Bethune, showing the crossings of all public highways in the said township at rail level or otherwise.—Approved.

56. 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 town of Arnprior, showing the crossings of all public highways in the said township, at rail level or otherwise.—Approved.

57. Application of the Government of the province of British Columbia for the approval of plans and proposed site of a highway and railway bridge to be constructed across the Fraser river at New Westminster.—Approved.

58. Application of the Montreal Terminal Railway Company for approval of the places and mode of crossings, at rail level, by its railway of the Montreal Street Railway, at the intersections of St. Andre and St. Rachel streets and Duluth avenue and St. Denis street, in the city of Montreal.—Approved.

59. Application of the Corporation of the city of Woodstock for an order directing that the Grand Trunk Railway Company of Canada provide and keep a watchman at its crossing of Wilson street.—Approved.

60. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company for an extension of time for the installation of the interlocking, derailing and signal system at its crossing of the Grand Forks and Kettle River Railway, near Grand Forks.—Granted.

61. Application of the Berlin and Bridgeport Electric Railway Company for approval of the place and mode of crossing by its railway of the Grand Trunk Railway at Margaret avenue, in the town of Berlin.—Approved.

62. Application of the Berlin and Bridgeport Electric Railway Company for approval of the place and mode of crossing by its railway of the Grand Trunk Railway at Bridgeport.—Approved.

63. Application of the Ontario and Quebec Railway Company (C.P.R.) for approval of the construction of a siding from a point where it passes through part of lot 6 in the village of Elora to McGowan's Mill in the village of Aboyne.—Approved.

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64. Application of the Grand Trunk Railway Company of Canada for approval of the construction of a siding along and across Jefferson avenue to the premises of the Toronto Foundry Company in the city of Toronto.—Approved.

65. Application of the Bay of Quinté Railway Company, for approval of the place and mode of crossing, at rail level, by its railway of the Grand Trunk Railway at Napanee station.—Interim order granted.

66. Application of the Ontario and Quebec Railway Company (C.P.R.) for approval of the plan and profile of its branch line crossing the highway known as South David street in the township of Nicol.—Approved.

67. Application of the Bruce Mines and Algoma Railway Company, for approval of the place and mode of crossing, at rail level, by its railway of the Canadian Pacific Railway at Bruce Mines station.—Approved.

68. Application of the Canadian Northern Railway Company, for approval of the changes in the location of its railway between the 17th and 40th mile.—Approved.

69. Application of the Canadian Pacific Railway Company for approval of the construction of a siding along Point Douglas avenue, in the city of Winnipeg, eastwardly from the west side of Rachel street to Joseph Maw's warehouse, east of McFarlane street.—Approved.

70. Application of the Grand Trunk Railway Company of Canada for approval of the construction of a siding from a point near Hagersville station to Hagersville Blue Stone Quarry in the township of Walpole.—Approved.

71. Application of the Grand Trunk Railway Company of Canada, for approval of plan and profile of proposed crossing by its proposed branch of King street, in the village of Hagersville, and also across the southeasterly corner of Mary and James streets in the said village.—Approved.

72. Application of the government of British Columbia for approval of the place and mode of crossing by its south approach of its proposed bridge across the Fraser river at New Westminster, the tracks of the New Westminster Southern Railway Company.—Approved.

73. Application of the government of British Columbia for approval of the place and mode of crossing by the north approach of its proposed bridge across the Fraser river at New Westminster, the tracks of the Canadian Railway Company.—Approved.

74. Application of the Grand Trunk Railway Company of Canada, for approval of the construction of a siding in the town of Orillia across Andrew street south of Berry Road and King street, between Andrew and West street, to the premises of the Tudhope Carriage Company.—Approved.

75. Application of the Grand Trunk Railway Company of Canada, for approval of the construction of a siding from Dumfries, in the township of South Dumfries, county of Brant, to the premises of the Ontario Portland Cement Company.—Approved.

76. Application of the Grand Trunk Railway Company of Canada, for approval of the plan and profile of its branch line crossing the highway between the second and third concession, in the township of South Dumfries, opposite Lot No. 18, in the said concessions and across the highway between Lots 18 and 19 in the said third concession.—Approved.

77. Application of the South Shore Railway Company for approval of the amended plan showing certain modifications of its proposed bridge across the St. Francis river, at St. Francis, in lieu of the plan approved of by Order dated December 21, 1900.—Approved.

78. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company, for approval of plans and profiles showing crossings of public highways by

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its branch line to Granby Smelter, viz:—Gold Avenue, Fourth street, Fifth street, and Sixth street, in the Osogoes Division of the District of Yale.—Approved.

79. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company, for approval of the changes in the location of its railway from Carson to Phoenix.—Approved.

80. Application of the Canadian Pacific Railway Company, for approval of the construction of a siding in the city of Winnipeg through certain streets to the premises of the Royal Crown Company.—Approved.

81. Application of the Sandwich, Windsor and Amherstburg Railway for approval of the place and mode of crossing by its railway of the Canada Southern Railway in the town of Amherstburg.—Approved.

82. Application of the Grand Trunk Railway Company of Canada for approval of plan and profile of its proposed highway crossings at a point near Landcaster street in the town of Berlin to the premises of the Ontario Sugar Company; also to Peter Shirks Mill at Bridgeport.—Approved.

83. Application of the Grand Trunk Railway Company of Canada for approval of the construction of a branch line to the premises of the Ontario Sugar Company in the town of Berlin and Peter Shirks Mill, Bridgeport.—Approved.

84. Application of the International Transit Company for approval of the place and mode of crossing by its railway of the Canadian Pacific Railway in the town of Sault Ste. Marie.—Interim order granted.

85. Application of the Great Northwest Central Railway Company for approval of the change in the location of its railway between the tenth and fourteenth mile.—Approved.

86. Application of the Algoma Central and Hudson Bay Railway Company for approval of plans and profiles showing the crossings of public highway in the townships of Korah and Terentorus and in the town of Sault Ste. Marie.—Approved.

87. Application of the Canadian Northern Railway Company for approval of the change in the location of its railway from Grand View to Snell River.—Approved.

88. Application of the Tilsonburg, Lake Erie and Pacific Railway Company for approval of the changes in the location of its railway between stations 0 and stations sixty-three + 66.7 = 95 + 66.7.—Approved.

89. Application of the Woodstock, Thames Valley and Ingersoll Railway Company for approval of the place and mode of crossing by its railway of the Grand Trunk Railway at Dundas street in the city of Woodstock.—Approved.

90. Application of the municipal council of the county of Frontenac for an order directing that the Grand Trunk Railway Company of Canada construct a subway where its railway crosses the highway known as the Montreal road near Kingston Junction.—Order granted.

91. Application of the Price-Porritt Pulp and Paper Company for approval of the place and mode of crossing by its overhead cableway the tracks of the Intercolonial Railway at Rimouski.—Approved.

92. Application of the Canadian Pacific Railway Company for an order directing that pending the replacement of the interlocking system, destroyed by fire, a watchman be placed at the crossing of the Canada Atlantic Railway by the Canadian Pacific Railway at St. Polycarpe Junction.—Granted.

93. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company for approval of the place and mode of crossing by its railway of the Columbia and Western Railway by means of an under-crossing near Summit City.—Approved.

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94. Application of the Vancouver, Westminster and Yukon Railway Company for approval of plan and proposed site of a bridge across False creek in the city of Vancouver.—Approved.

95. Application of the Canadian Pacific Railway Company for approval of the construction of a bridge over its yards and tracks between 8th and 9th streets, in the city of Brandon, in accordance with agreement between the city and the company.—Approved.

96. Application of the Grand Trunk Railway Company of Canada for approval of the construction of a siding in the city of Brantford across George street to the premises of Ryerson Bros.—Approved.

97. Application of the Grand Trunk Railway Company of Canada for approval of the construction of a siding in the town of Collingwood, along Walnut street, to the manufacturing establishment of Wilson Bros.—Approved.

98. Application of the Grand Trunk Railway Company of Canada for approval of the construction of a siding in the town of Collingwood, along Walnut street, to Stewart & Cameron's grist mill.—Approved.

99. Application of the Chateauguay and Northern Railway Company for approval of amended plan and proposed site of its proposed bridge across the Rivière des Prairies at Charlemagne.—Approved.

100. Application of the Vancouver, Westminster and Yukon Railway Company for approval of the place and mode of crossing by its railway of the Canadian Pacific Railway at Sapperton in the city of New Westminster.—Approved.

101. Application of the Canada Atlantic Railway Company for approval of plan and profile showing the crossings of all public highways and streets in the town of Renfrew.—Approved.

102. Application of the Grand Trunk Railway Company of Canada for approval of plan showing proposed location of arch or subway on road allowance between lots 6 and 7 in the broken front concession of the township of aDrington, east of Bowmanville station.—Approved.

103. Application of the Canadian Pacific Railway Company for approval of the change in the location of its railway, on the South Berry branch, between mileage 440 and 443, east of South Berry.—Approved.

104. Application of the Grand Trunk Railway Company of Canada for approval of the construction of a siding and spurs therefrom from a point in Warton to the premises of the Warton Beet Sugar Company, in the said town.—Approved.

105. Application of the Vancouver and Lulu Island Railway Company for approval of changes in the location of its railway from a point near Vancouver to a point on south side of False Creek, known as the False Creek Branch.—Approved.

106. Application of the Canadian Northern Railway Company for approval of changes in the location of its railway between townships 30-33, ranges 4 to 11, W. 2 M., mileage 502'48 to 349'55, Assiniboia.—Approved.

107. Application of the Canadian Pacific Railway Company for approval of the construction of a siding in the city of Winnipeg from its West Selkirk branch, north of Jarvis avenue, to the premises of the American Abell Engine and Threshing Company.—Approved.

108. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company for approval of changes in the location of its railway in the vicinity of Phenix, B.C.—Approved.

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109. Application of the Canadian Pacific Railway Company for approval of the construction of an overhead bridge across Stephen street in the town of Port Arthur.—Approved.

110. Application of the Canadian Northern Railway Company for approval of changes in the location of the Edmonton-Yukon Pacific Railway through the town and settlement of Edmonton.—Approved.

111. Application of the Grand Trunk Railway Company of Canada for approval of the construction of a siding along the southerly side of Falstaff street, in the city of Stratford.—Approved.

112. Application of the Canada Atlantic Railway Company for approval of the construction of a branch line in the township of Nepean, county of Carleton.—Approved.

113. Application of the Canada Atlantic Railway Company for approval of plan and profile of its proposed crossing by its branch line, of the Nepean and North Gower Macadamized Road Company's road in the township of Nepean.—Approved.

114. Application of the Canada Atlantic Railway Company for approval of plan and profile of its proposed crossing by its branch line of the concession road between concession 1, Ottawa front, and concession A. Rideau front, in the township of Nepean.—Approved.

115. Application of the Grand Trunk Railway Company of Canada for approval of the construction of a siding on Mill street in the city of Toronto, to the premises of the William Davis Company.—Approved.

116. Application of the Tilsonburg, Lake Erie and Pacific Railway Company for approval of the construction of a siding from the northern limit of the police village at Port Burrell, in the township of Beyham, in the south-westerly direction across the waters of Otter Creek.—Approved.

117. Application of the Canadian Pacific Railway Company for approval of the construction of a siding across Henry avenue, in the city of Winnipeg, to the premises of the Manitoba Iron Works.—Approved.

118. Application of the Canadian Pacific Railway Company, for approval of the construction of the siding across Sutherland avenue in the city of Winnipeg, to the premises of John Gunn, on the north side of Sutherland avenue.—Approved.

119. Application of the Grand Trunk Railway Company of Canada for approval of the construction of a siding and spurs therefrom to the premises of the Colonial Portland Cement Company.—Approved.

120. Application of the Grand Trunk Railway Company of Canada for approval of plan of its proposed extension of the abutments of its bridge across the Brock road west of Dundas station.—Approved.

121. Application of the Vancouver, Victoria and Eastern Railway Company for approval of plans and profiles of its railway crossing, Dominion avenue, Banner street and Standard avenue by means of overhead bridges; Phœnix street at rail level, and School and Church streets by means of subways in the city of Phœnix, B.C.—Approved.

122. Application of the Canadian Pacific Railway Company for approval of the change in the location of its main line between Port Moody and Westminster Junction.—Approved.

123. Application of the Corporation of the city of St. Catharines for approval of amendment plans of the proposed reconstruction of the bridge on Queenstown street, St. Catharines.—Approved.

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124. Application of the Canadian Northern Railway Company, for approval of the construction of a branch line in the town of St. Boniface, through lots 78, 79, 80 and 81, to the premises of the Rat Portage Lumber Company.—Approved.

125. Application of the Canadian Pacific Railway Company, for approval of the construction of additional tracks over Townsend, Bethune, Rink, Stewart, Perry, Park, Chamberlain, Romaine streets, and Boundary Road in the town of Peterborough.—Approved.

126. Application of the Canadian Pacific Railway Company, for approval of the change in the location of its main line between Caron and Waldec.—Approved.

127. Application of the Chateauguay and Northern Railway Company for approval of the place and mode of crossing, at rail level, by its railways of the Canadian Pacific Railway at L'Epiphanie station.—Approved.

128. Application of the Canadian Pacific Railway Company for approval of the change in the location of its main line between Markstay and Stinson.—Approved.

129. Application of the Canadian Pacific Railway Company for approval of changes in the location of a portion of its main line, viz.:—Carlstadt to Upsala, Eagle river to Notman, Keewatin to Ostersund, Ingolf to boundary of Ontario, and Ontario boundary to Cross lake.—Approved.

130. Application of the township of Seneca for an order requiring the Grand Trunk Railway Company of Canada to keep a flagman at its crossing of the Hamilton and Port Dover Road near the village of Caledonia; Order directing that the railway company install and thereafter maintain an automatic electric alarm bell at this crossing.

131. Application of the township of Yarmouth, John A. Smith and others, for an order requiring the Canada Southern Railway Company to perform certain works in connection with the drainage in the said township.—Dismissed.

132. Application of the Canadian Pacific Railway Company for approval of changes in the location of its main line near Beaucage on the Indian Reserve west of North Bay.—Approved.

133. Application of the Canadian Pacific Railway Company, for approval of the change in the location of its line entering its Winnipeg yard, viz.:—The Manitoba South-western Colonization Railway, South-western Pembina Mountain Branch, Winnipeg Branch and Selkirk Branch.—Approved.

134. Application of the Grand Trunk Railway Company of Canada, for approval of plan and profile of its proposed highway crossings by its branch line in the town of Warton.—Approved.

135. Application of the Grand Trunk Railway Company of Canada, for approval of the diversion of a portion of the Talbot Road in the township of North Cayuga, and of the opening and establishing of a new highway and crossing thereby of the Grand Trunk and Canada Southern Railways.—Approved.

137. Application of the Canadian Pacific Railway Company, for approval of the construction of a siding in the city of New Westminster to the premises of the Fraser River Lumber Company.—Approved.

138. Application of the Chateauguay and Northern Railway Company for approval of the place and mode of crossing by its railway of the Montreal Street Railway near the intersection of Valois avenue and Ontario street, in the city of Montreal.—Approved.

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139. Application of the Grand Trunk Railway Company of Canada, for approval of the construction of a branch line across Front and John streets, in the city of Toronto, to the Old Parliament Buildings site.—Approved.

140. Application of the township of Hope for an order requiring the Grand Trunk Railway Company of Canada, to construct and maintain a subway at the highway crossing in the said township.—Order granted.

141. Application of the Niagara, St. Catharines and Toronto Railway Company for approval of plan and profile of its proposed extension in the city of St. Catharines, running along Ontario street from King street to junction with the main line to Port Dalhousie.—Under consideration.

142. Application of the Canadian Pacific Railway Company for authority to carry a portion of the highway between Concessions 2 and 3 of the township of London, over its railway by an overhead bridge, and to divert a portion of the said highway, and to expropriate from lot 22 the land necessary for that purpose, as well as authority to close up the portion of the original highway, when so diverted, and to take down and remove the present overhead wooden bridge.—Under consideration.

143. Application of the town of Whitby for an order directing that protection be provided at certain highway crossings of the Grand Trunk Railway.—Under consideration.

144. Application of the city of Ottawa for an order directing the widening of the bridge on Somerset street, over the tracks of the Canada Atlantic and Canadian Pacific Railways, as shown on plan submitted.—Under consideration.

145. Application of the Corporation of the city of Ottawa and the county of Carleton for an order directing the removal by the Canadian Pacific Railway of the earth embankment constituting the eastern approach of the railway bridge over the Rideau river at New Edinburgh, and the substitution therefor of a bridge having a clear span of 150 feet, and also the restoration of the island at this point to its original condition.—Under consideration.

146. Application of the Mabou and Gulf Railway Company for approval of the place and mode of junction of its railway with the Interecolonial Railway, as shown on the plan submitted.—Under consideration.

147. Application of the Mabou and Gulf Railway Company for approval of the place and mode of crossing by its railway of the Cape Breton Railway, as shown on the plan submitted.—Under consideration.

148. Application of the Canadian Pacific Railway Company for an order approving of the construction of Beatty street across the tracks of the Canadian Pacific Railway Company, in the city of Vancouver.—Under consideration.

149. Application of the Mabou and Gulf Railway Company for approval of the place and mode of crossing by its railway of the Inverness Railway & Coal Company's line at Hillsboro, N.S., as shown on plan submitted.—Under consideration.

150. Application of the Canadian Northern Railway Company for approval of the place and mode of crossing by its railway of the Brookdale branch of the Canadian Pacific Railway in Manitoba.—Under consideration.

151. Application of the Corporation of the city of Toronto for an order for the construction by the Grand Trunk and Canadian Pacific Railway Companies, or one of them, of a steel and iron bridge at the foot of Yonge street, Toronto, to be supported by steel columns and masonry piers over the said railway companies' tracks on the Esplanade.—Granted.

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152. Application of the Canadian Pacific Railway Company for permission to cross 1st and 18th streets in the city of Brandon.—Under consideration.

153. Application of the Canadian Pacific Railway Company for the approval of the construction of an additional track across the highway between First Meridian Concession and Concession 'A' in the township of Etobicoke, in the County of York.—Approved.

154. Application of British Columbia government, for approval of revised location of British Columbia government line of railway from Fraser river bridge easterly to the junction of Vancouver, Westminster and Yukon railway, also for permission to remove the track of British Columbia Electric Railway Company, as shown on plans submitted.—Under consideration.

155. Application of the Vancouver, Westminster and Yukon Railway Company for a right of way over and through Lot No. 1, Sapperton, B.C., owned by the Canadian Pacific Railway Company.—Under consideration.

156. Application of Lindsay, Bobcaygeon and Pontypool Railway Company for approval of place and mode of crossing of Grand Trunk Railway at Lindsay, Ont.—Approved.

157. Complaint of the town of Toronto Junction, *re* refusal of Grand Trunk Company to provide necessary siding facilities to the Union stock yards at Toronto Junction for the purpose of unloading live stock consigned to that place.—Under consideration.

158. Application of Vancouver & Lulu Island Railway Company for permission to cross certain streets in Vancouver.—Under consideration.

159. Complaint of Joseph James that the proposed location of Bay of Quinté Railway Company's line between Bridgewater and Queensborough will run through his mining property, being part of Lots 2 and 3, Concession 4, Township of Elzéar, county of Hastings, which will injuriously affect and damage his mining rights and privileges, and applies for an order limiting and defining the operations and works of said railway, &c., &c.—Under consideration.

160. Application of the Village of Hastings that protection be provided by placing a watchman or otherwise at the crossing of Grand Trunk Railway Company in said village.—Under consideration.

161. Complaint against Oshawa Railway Company in the matter of proposed crossing of King street with their line of railway and extending it up Mary street, Oshawa.—Dismissed.

162. Application of the city of Vancouver that gates should be erected and maintained by the Vancouver, New Westminster and Yukon Railway Company at its crossing of Westminster avenue at the present time, and that an overhead bridge be erected by the said railway company, when in the opinion of this committee it becomes necessary, owing to increase in traffic.—Granted.

163. Application of the city of Vancouver that gates should be erected and maintained by the Canadian Pacific Railway Company at its crossing of Granville street at the present time, and that an overhead bridge be erected by the said railway company when in the opinion of this committee it becomes necessary owing to increase of traffic.—Under consideration.

164. Application of the Corporation of the city of Chatham for a hearing under section 3, chapter 69, 2 Edward VII., *re* the erection and establishing workshops, &c., in said city of Chatham by the Lake Erie and Detroit River Railway Company.—Under consideration.

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165. Application of the Preston and Berlin Street Railway Company for approval of the place and mode of crossing by its railway of the Grand Trunk Railway in the town of Preston.—Approved.

166. Application of the city of St. Thomas for an order permitting the electric cars of the St. Thomas Street Railway to cross the tracks of the Canada Southern Railway, at rail level, at William and Elgin streets, and for a further order compelling the Canada Southern Railway Company to construct a subway on Ross street in that city.—Under consideration.

167. Application of the village of Weyburn, N.W.T., for permission to extend Third street across the Canadian Pacific Railway.—Under consideration.

168. Application of the Vancouver, Westminster and Yukon Railway Company for approval of the place and mode of crossing by its railway of the Canadian Pacific Railway near Heatly avenue, in the city of Vancouver.—Under consideration.

168. Application of the Vancouver, Westminster and Yukon Railway Company for approval of the place and mode of crossing by its railway of the British Columbia Electric Railway on Vanables and Powell streets, in the city of Vancouver.

169. Application of the Vancouver, Westminster and Yukon Railway Company for approval of plan, profile and book of reference of its proposed branch line from False creek to Burrard inlet.—Withdrawn.

170. Application of the Lévis County Railway Company for approval of plans and profiles of its electric railway along certain highways in the county of Lévis.—Approved.

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, 1903.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
CANALS.				
Beauharnois.....			8,218 14	10,063 38
Carillon.....		15,992 52	14,348 17	17,766 28
Grenville.....				
Chambly.....		8,977 43	19,286 10	21,745 65
Cornwall.....	77,833 81		70,129 29	19,205 66
Lachine.....	58,426 92	109,893 43	69,762 03	53,054 20
Lake St. Louis.....	9,508 72			
Lake St. Francis.....	5,000 00			
Murray.....	500 00		5,757 00	4,627 70
Rideau.....		16,235 13	34,595 31	36,424 23
Sault Ste. Marie.....	65,933 43		16,077 22	10,855 70
Soulanges.....	248,929 10		31,987 06	10,362 23
Ste. Anne's.....		1,984 39	2,072 17	4,684 42
St. Lawrence.....				
{ North Channel.....	126,833 94			
{ Galops Channel.....	25,000 00			
{ River Reaches.....	16,432 28			
St. Ours.....		9,344 89	2,288 63	1,671 83
St. Peters.....			2,836 49	764 11
Trent.....	523,950 74	18,548 58	6,993 25	10,791 15
Welland.....	315,819 49	94,127 21	90,684 05	72,004 59
Williamsburg.....				
{ Galops.....	320,354 92			
{ Rapide Plat.....	18,483 34			
{ Farran's Point.....	10,266 92		15,246 91	20,092 79
Total.....	1,823,273 61	275,103 58	390,281 82	294,113 92
GENERAL ON CANALS.				
Arbitrations and awards.....		56 00		
Dredge vessels—Lachine.....				3,267 83
" Rideau.....				6,999 10
Miscellaneous.....			443 26	
Salaries and contingencies, canal officers.....			34,008 68	
Sunday labour.....			18,456 32	
Surveys and inspections.....		1,449 61		
Quebec canals, surveys for boundaries.....		986 23		
Total.....		2,491 84	52,908 26	10,266 93
RAILWAYS.				
Intercolonial.....	2,254,266 68		6,196,653 19	
Prince Edward Island.....	829,414 18		259,637 82	
Windsor Branch.....			17,843 19	
Total.....	3,083,680 86		6,474,134 20	

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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.
GENERAL ON RAILWAYS.				
Railway statistics		232 01		
Railway subsidies		1,463,222 34		
Repairs to Governor General's car		657 72		
Reporting evidence before Railway Committee of the Privy Council		483 85		
Subscription to Railway Congress, Brussels		97 33		
Surveys and inspections		9,103 30		
" " (cattle guard commission)		4,996 22		
Total		1,478,792 77		
MISCELLANEOUS.				
Cost of litigation		5,937 18		
Miscellaneous works		135 04		
Salaries of engineers, draughtsmen, &c.		26,018 35		
" extra clerks, &c.		3,059 10		
" <i>re</i> returns for parliament		248 33		
Total		35,398 00		
RECAPITULATION.				
Total on canals	1,823,273 61	275,103 58	390,281 82	294,113 92
" general		2,491 84	52,908 26	10,266 93
Total on canals	1,823,273 61	277,595 42	443,190 08	304,380 85
Total on railways	3,083,680 86		6,474,134 20	
" general		1,478,792 77		
Total on railways	3,083,680 86	1,478,792 77	6,474,134 20	
Grand total, Railways and Canals, including Miscellaneous	4,906,954 47	1,791,786 19	6,917,324 28	304,380 85

Total amount expended \$13,920,445.79.

S. LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

Accountant.

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, 1903.

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	36,936 82	3,007 70	1,461 24
" " "	1893	811 59	9,987 78	2,933 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
" " "	1903	.....	.....	2,836 49	764 11
LESS—Refunds of previous years.....	.....	648,755 64 208 50	.....	.....	.....
Total .....	.....	*648,547 14	148,134 40	65,550 97	30,010 82

* Expenditure as above..... § 648,547 14
Less expenditure prior to Confederation..... 156,523 32

Agreeing with Public Accounts, 1903, page 4..... § 492,023 82

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

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.....		1868		
" since	"	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		
"	"	1903		
Total.....				44,387 53

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

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.	§ 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					
" "	1871				15,834 49	13,302 39
" "	1872			12,231 40	17,478 52	15,093 25
" "	1873	36,708 15			16,076 93	12,354 69
" "	1874	7,824 28		35,158 21	23,601 03	34,300 60
" "	1874	158,618 35			25,811 07	22,828 66
" "	1875	197,420 52			28,592 01	30,057 34
" "	1876	327,769 39			33,797 73	29,103 65
" "	1877	1,439,375 73			33,148 86	19,824 33
" "	1878	1,484,619 63			39,062 97	13,646 41
" "	1879	958,053 30			42,338 84	12,400 78
" "	1880	369,566 74			38,950 90	10,223 62
" "	1881	292,165 51			39,027 99	19,888 33
" "	1882	252,821 33		2,978 66	41,158 90	17,116 46
" "	1883	396,496 96		1,859 68	45,554 91	18,199 59
" "	1884	188,266 18			48,624 51	19,683 24
" "	1885	111,215 23			49,004 85	20,199 78
" "	1886	210,509 42			50,969 10	19,199 18
" "	1887	28,772 52		12,981 59	53,113 97	22,567 81
" "	1888	19,414 34		7,996 38	52,229 61	19,999 64
" "	1889	76,032 96		972 71	54,110 67	22,957 71
" "	1890	7,448 03		8,238 46	53,114 34	22,999 38
" "	1891	217 53		16,155 75	50,721 69	36,292 98
" "	1892	87,852 35		27,480 80	52,729 37	67,499 62
" "	1893	445,983 21		50,937 40	53,185 00	51,616 79
" "	1894	64,345 14		17,152 48	60,174 03	40,939 70
" "	1895	189,944 36		32,405 20	56,337 44	25,891 45
" "	1896	184,998 25		8,193 15	58,342 96	24,950 20
" "	1897	282,052 48		14,664 21	57,533 20	25,820 73
" "	1898	216,717 44		819 62	57,282 50	33,391 92
" "	1899	162,351 83		3,103 99	55,990 00	35,776 90
" "	1900	125,009 41		12,210 88	56,791 45	31,988 81
" "	1901	97,305 52		12,072 87	58,364 29	50,005 48
" "	1902	113,328 26		36,249 02	59,435 33	45,853 97
" "	1903	58,426 92		109,893 43	69,762 03	53,054 20
Cost of enlargement			8,591,631 27			
Total			11,181,164 12	425,608 59	1,576,202 56	961,526 94

Total expenditure on capital account as above..... § 11,181,164 12

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, 1903, page 4. § 8,191,059 97

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

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.	\$ 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	21,012 64	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
" " "	1903			8,218 14	10,063 38
Total		*1,636,690 26	199,391 99	607,375 70	459,883 31

* See page 9 for total cost of St. Lawrence River and Canals.

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

SESSIONAL PAPER No. 20

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

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &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		1,295 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	
" "	1903	126,833 94	16,432 28	25,000 00	168,266 22	
		1,294,940 43	448,452 03	903,441 85	2,874,243 04	98,378 46

ST. LAWRENCE RIVER AND CANALS.

St. Lawrence River and Canals, as above.....	\$ 2,874,243 04
Beauharnois Canal, see page 8.....	1,636,690 26
Cornwall Canal " 12.....	6,963,298 97
Williamsburg Canal " 14.....	9,567,076 75
Lake St. Louis " 10.....	290,259 21
Soulanges Canal " 26.....	6,738,643 32
Lachine Canal, from prior to Confederation to June 30, 1875, see page 7.....	2,950,104 15
Lake St. Francis, see page 11.....	75,906 71

Agreeing with Public Accounts Balance Sheet, 1903, page 4..... \$31,096,222 41

S. LEONARD SHANNON,
Accountant.

3-4 EDWARD VII., A. 1904

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

LAKE ST. LOUIS.

		Year ending June 30.	Chargeable to Capital.	Chargeable to Revenue.
			\$ cts.	\$ cts.
Government expenditure prior to Confederation.....		1868		
" " since " "		1869		
" " " "		1870		
" " " "		1871		
" " " "		1872		
" " " "		1873		
" " " "		1874		
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" " " "		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	
" " " "		1903	9,508 72	
Total			*290,259 21	

* Included in total cost of St. Lawrence River and Canals, see page 9.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

SESSIONAL PAPER No. 20

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

LAKE ST. FRANCIS.

	Year ending June 30.	Capital.		Renewals Chargeable to Income.	
		\$	cts.	\$	cts.
Government expenditure since Confederation.....	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
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" " " "	1894				
" " " "	1895				
" " " "	1896				
" " " "	1897				
" " " "	1898		3,420 00		
" " " "	1899		23,110 00		
" " " "	1900		15,431 46	12,288 39	
" " " "	1901		15,000 00	8,060 30	
" " " "	1902		13,945 25		
" " " "	1903		5,000 00		
Total.....			*75,906 71	20,348 69	

*Included in total cost of St. Lawrence River and Canals, see page 9

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

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 Govern- ment..	1876				13,320	6,423
"	1877	49,211	37		13,375	6,440
"	1878	145,915	45		13,825	4,935
"	1879	143,092	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	599,001	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
"	1903	77,833	81		70,129	19,205
Cost of enlargement.....			5,017,674	24		
Total			*6,963,298	97	118,831	70
					594,922	78
						425,583
						17

* Included in total cost of St. Lawrence and Canals, see page 9.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS.

Year ended June 30.	Government expenditure prior to Confederation being amount of original construction. Government expenditure since Confederation.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1868	Government expenditure prior to Confederation being amount of original construction.				1,320,655 54		5,745 97	6,442 41
1869	"						5,769 81	5,670 88
1870	"						5,573 13	6,546 16
1871	"						6,382 17	5,308 41
1872	"					1,077 00	5,542 94	3,230 07
1873	"						6,424 49	7,347 75
1874	"						6,857 19	7,305 92
1875	"						6,547 62	4,110 29
1876	"						7,418 39	11,690 98
1877	"						7,388 68	10,053 61
1878	"						7,430 11	4,449 78
1879	"						7,517 20	3,549 71
1880	"						7,990 15	3,999 77
1881	"						7,572 35	5,020 73
1882	"						7,589 44	7,447 69
1883	"				13 19		7,423 48	7,209 39
1884	"				2,473 44		7,757 04	7,349 37
1885	"	70,764 07	32,473 05		103,237 12		7,696 67	8,198 03
1886	"	78,014 92	71,820 79		149,835 71		7,671 54	7,847 05
1887	"	32,862 02	82,990 98		115,853 00		7,635 54	7,904 76
1888	"	16,628 95	53,499 34		70,128 29		7,646 79	8,190 13
1889	"	37,661 15	22,206 11		59,867 26	1,613 67	7,485 28	8,794 61
1890	"	126,417 42	12,660 95		139,078 37		8,554 53	8,191 69
1891	"	172,779 88	55,036 96		230,670 60		8,678 25	7,987 40
1892	"	2,853 76	158,934 15		376,545 32	797 83	9,458 33	8,551 32
1893	"	154,524 01	217,669 28		372,193 29	3,675 00	8,676 03	8,347 97
1894	"	223,992 81	274,397 42		498,390 23		10,230 09	7,029 95
1895	"	118,464 53	228,892 70		347,357 23		9,675 09	7,371 37
	Carried forward.	2,853 76	1,250,629 93	1,209,681 73	3,786,298 59	20,883 86	210,337 70	195,327 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued

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.		
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	159,744	16	286,396	96	442,121	12	8,607	04	9,588	51	9,636	00
"	1897			262,795	78	205,180	55	468,274	33	3,880	76	8,697	54	8,210	71
"	1898	231	321	734,492	07	116,072	55	1,081,886	06			10,708	66	8,032	84
"	1899	346	956	987,186	44	57,869	18	1,382,012	16	7,410	00	9,960	64	10,000	00
"	1900	100,534	64	752,799	27	14,208	74	867,632	65	4,137	04	11,092	06	10,897	79
"	1901	111,158	39	390,112	78	76,501	57	577,772	74			12,342	32	11,755	09
"	1902	42,209	89	421,945	81	137,818	22	691,973	92			14,463	28	13,673	26
"	1903	10,266	92	320,354	92	18,483	34	349,105	18			15,246	91	20,092	79
Total		859,281	58	5,271,050	16	2,122,602	84	9,567,076	75	44,918	70	392,577	62	287,025	68

*Original construction. \$ 1,320,655 54
 Cost of enlargement

8,246,421 21
 Total..... \$ 9,567,076 75

Included in total cost of St. Lawrence River and Canals, page 9.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, October 31, 1903.

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	1868	12,097 84		37,679 05	38,852 96
" " " " 1869	1869	43,486 36		39,060 61	50,773 03
" " " " 1870	1870		22,173 72	40,340 45	65,009 19
" " " " 1871	1871		48,569 10	42,383 33	53,381 02
" " " " 1872	1872	53,680 32	6,022 44	37,085 37	50,276 90
" " " " 1873	1873	82,282 20	47,876 27	45,382 99	66,550 73
" " " " 1874	1874	746,420 61		50,966 48	103,666 99
" " " " 1875	1875	1,047,119 91		52,595 00	88,539 99
" " " " 1876	1876	1,569,478 19	700 00	57,623 31	81,376 12
" " " " 1877	1877	2,199,962 61		59,963 47	49,783 93
" " " " 1878	1878	2,138,392 99		60,138 59	66,393 53
" " " " 1879	1879	1,552,697 41		59,912 23	56,755 57
" " " " 1880	1880	1,252,924 75		63,198 10	76,535 25
" " " " 1881	1881	1,242,913 37	6,593 19	56,398 04	69,249 53
" " " " 1882	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " " " 1883	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " " " 1884	1884	432,336 21		113,276 87	90,926 97
" " " " 1885	1885	463,505 38	6,150 21	112,670 00	91,534 66
" " " " 1886	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " " " 1887	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " " " 1888	1888	429,720 94	10,740 86	110,866 01	86,518 97
" " " " 1889	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " " " 1890	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " " " 1891	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " " " 1892	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " " " 1893	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " " " 1894	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " " " 1895	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " " " 1896	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " " " 1897	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " " " 1898	1898		34,803 25	84,806 54	59,571 66
" " " " 1899	1899		30,099 84	86,110 88	56,270 60
" " " " 1900	1900	18,167 29	37,164 84	84,888 36	59,507 64
" " " " 1901	1901	224,536 96	87,777 43	86,889 24	72,055 89
" " " " 1902	1902	303,997 81	78,905 37	88,048 95	69,279 90
" " " " 1903	1903	315,819 49	94,127 21	90,684 05	72,004 59
Total		*21,634,157 31	764,594 24	2,874,410 89	2,455,532 56

*Total expenditure as above..... § 24,634,157 31
Less expenditure by Imperial Government..... 222,220 00

Agreeing with Public Accounts Balance Sheet, 1903, page 4... § 24,411,937 31

Original cost of construction, including first enlargement..... § 7,693,824 03
Enlargement, including new Welland Canal..... 16,940,333 28

Total expenditure as above..... § 24,634,157 31

S. LEONARD SHANNON,
Accountant.

3-4 EDWARD VII., A. 1904

STATEMENT showing the amounts expended on Construction, Renewals, &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	12,753	27			2,614	90	7,208	63
" " " "	1875	32,627	71			1,859	20	4,506	68
" " " "	1876	24,935	85			1,952	14	4,033	72
" " " "	1877	30,003	08			1,982	65	1,756	93
" " " "	1878	14,618	85			2,057	32	541	95
" " " "	1879	22,113	02			2,202	03	3,259	70
" " " "	1880	3,054	68			2,152	57	1,704	71
" " " "	1881	69,042	76			2,553	02	3,257	92
" " " "	1882	193,158	36			2,611	30	2,343	99
" " " "	1883	172,959	95			2,569	86	3,448	83
" " " "	1884	142,006	25			2,775	32	2,725	49
" " " "	1885	93,679	57			2,618	60	4,042	04
" " " "	1886	129,681	67			2,611	90	5,803	01
" " " "	1887	45,276	08	6,054	19	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
" " " "	1903			1,984	39	2,072	17	4,684	42
Total		*1,170,215	63	59,249	72	77,600	58	95,107	37

*Included in total cost of Ottawa River Works, see page 19.

Original construction	\$ 134,456 51
Enlargement, including new lock	1,035,759 12
	<u>\$ 1,170,215 63</u>

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

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			
“ “ since “ .. 1868	1868		19,817 22	6,301 88	8,911 28
“ “ “ “ .. 1869	1869			6,549 38	10,157 42
“ “ “ “ .. 1870	1870		4,167 96	6,617 81	9,852 09
“ “ “ “ .. 1871	1871		23,119 37	8,676 90	8,218 24
“ “ “ “ .. 1872	1872	165,257 28		8,324 51	17,235 31
“ “ “ “ .. 1873	1873	133,199 10	3,051 38	10,068 28	8,781 50
“ “ “ “ .. 1874	1874	245,258 38		10,710 88	10,605 82
“ “ “ “ .. 1875	1875	339,864 76		10,378 57	18,520 44
“ “ “ “ .. 1876	1876	326,203 16		10,764 38	11,475 96
“ “ “ “ .. 1877	1877	245,738 04		11,050 27	10,304 06
“ “ “ “ .. 1878	1878	22,676 20		11,401 30	5,082 72
“ “ “ “ .. 1879	1879	243,141 24		11,501 22	7,629 98
“ “ “ “ .. 1880	1880	281,514 27		11,959 14	7,625 54
“ “ “ “ .. 1881	1881	336,707 53		13,059 18	8,076 91
“ “ “ “ .. 1882	1882	433,034 39		14,387 49	7,582 68
“ “ “ “ .. 1883	1883	433,375 10		17,479 58	8,310 02
“ “ “ “ .. 1884	1884	399,267 16		17,393 91	7,918 42
“ “ “ “ .. 1885	1885	157,187 72		19,702 30	10,429 26
“ “ “ “ .. 1886	1886	104,973 24	75 00	20,597 82	9,303 31
“ “ “ “ .. 1887	1887	20,747 11		20,011 36	10,554 41
“ “ “ “ .. 1888	1888	38,996 29		21,531 12	10,036 62
“ “ “ “ .. 1889	1889	298 17		22,098 88	10,135 66
“ “ “ “ .. 1890	1890	17 58	4,526 61	15,896 16	7,582 38
“ “ “ “ .. 1891	1891		4,395 25	21,230 22	10,796 68
“ “ “ “ .. 1892	1892	34,585 64	15,036 48	17,458 69	8,620 15
“ “ “ “ .. 1893	1893	207 00	42,298 74	16,762 71	10,669 28
“ “ “ “ .. 1894	1894	385 55	20,034 94	14,144 98	11,620 09
“ “ “ “ .. 1895	1895		5,963 76	15,453 21	12,303 25
“ “ “ “ .. 1896	1896	3,850 31		13,995 69	12,161 10
“ “ “ “ .. 1897	1897	1,908 44	4,939 20	13,780 29	11,607 95
“ “ “ “ .. 1898	1898	82,663 37	5,082 03	11,697 81	10,993 61
“ “ “ “ .. 1899	1899	39,999 37		11,919 27	11,478 88
“ “ “ “ .. 1900	1900	22,802 27	4,476 50	13,657 06	14,666 71
“ “ “ “ .. 1901	1901	4,930 65	9,331 95	13,342 22	13,416 00
“ “ “ “ .. 1902	1902		16,998 69	13,725 99	19,366 30
“ “ “ “ .. 1903	1903		15,992 52	14,348 17	17,766 28
Total.....		†4,182,092 96	199,307 60	497,978 63	389,796 31

* 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, October 31, 1903.

3-4 EDWARD VII., A. 1904

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		
" " "	1903				
Total.....		*382,776 46	56,463 87	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, see page 19.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

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 " " 1868	1868	166 50	7,298 12	18,397 28	16,475 21
" " " " 1869	1869			19,250 71	13,140 77
" " " " 1870	1870		13 16	20,022 37	19,469 33
" " " " 1871	1871		11,732 98	22,814 58	18,120 52
" " " " 1872	1872		4,967 50	22,139 48	14,005 32
" " " " 1873	1873		18,070 97	22,841 51	26,074 49
" " " " 1874	1874		5,793 16	26,815 44	22,957 40
" " " " 1875	1875	9,310 85		26,553 37	19,699 81
" " " " 1876	1876	2,163 96		26,430 77	14,428 25
" " " " 1877	1877	214 11		25,959 56	14,198 18
" " " " 1878	1878			26,651 51	11,034 22
" " " " 1879	1879	7,703 88		26,042 52	7,134 55
" " " " 1880	1880			26,463 88	11,434 05
" " " " 1881	1881		133 50	26,024 71	8,627 00
" " " " 1882	1882			26,915 29	13,860 28
" " " " 1883	1883		70 65	27,322 81	23,524 84
" " " " 1884	1884		4,597 50	26,938 95	19,245 02
" " " " 1885	1885		2,098 76	26,971 32	18,189 55
" " " " 1886	1886		550 00	27,045 95	35,648 04
" " " " 1887	1887		20,823 96	29,440 46	18,565 34
" " " " 1888	1888		18,889 48	33,458 83	25,478 87
" " " " 1889	1889		6,665 22	33,801 77	18,106 36
" " " " 1890	1890		21,124 10	34,270 57	18,025 21
" " " " 1891	1891		20,967 25	34,641 98	21,537 56
" " " " 1892	1892		31,363 23	35,500 82	21,507 16
" " " " 1893	1893		24,274 71	35,022 49	18,789 50
" " " " 1894	1894		14,485 11	34,943 35	16,939 47
" " " " 1895	1895		31,559 48	33,827 08	19,897 32
" " " " 1896	1896		21,452 29	34,052 77	30,196 38
" " " " 1897	1897		19,079 11	31,461 55	29,535 94
" " " " 1898	1898		13,608 39	30,759 05	26,599 93
" " " " 1899	1899		700 29	30,751 20	28,199 49
" " " " 1900	1900		11,780 41	30,623 27	30,237 09
" " " " 1901	1901			31,334 40	33,791 17
" " " " 1902	1902		8,894 40	32,193 66	33,959 86
" " " " 1903	1903		16,235 13	34,595 31	36,424 23
Total.....		*4,084,323 37	337,228 86	1,032,280 57	755,057 71

* 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
Total Ottawa River Works (Capital).....	\$ 172,621 90
Add expenditure on slides and booms prior to Confederation.....	\$ 5,907,766 95
Since Confederation.....	719,247 13
Add expenditure on Chats Canals prior to Confederation.....	7,243 60
Add expenditure in 1881, charged to Miscellaneous, see page 229, part ii, Public Accounts.....	482,950 81
Add amount transferred, see page xxxvi Public Accounts, Balance Sheet, 1881.....	1,136 84
	233,555 85
	1,444,134 23
	\$ 7,351,841 18
Less expenditure prior to Confederation, transferred to Income Account.....	\$ 320,618 28
Less expenditure in 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, 1903, page 4.....	\$ 6,865,965 62

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.S. LEONARD SHANNON,
Accountant.

3-4 EDWARD VII., A. 1904

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
"	"	1903		9,344 89	2,288 63	1,671 83
Total			*121,537 65	125,129 72	71,109 06	63,730 91

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 21.S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

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	1868			8,312 90	9,355 70
" " " " 1869	1869			8,437 22	13,120 97
" " " " 1870	1870			8,934 41	20,180 73
" " " " 1871	1871		2,839 85	10,214 71	22,426 33
" " " " 1872	1872		1,906 40	9,628 50	22,327 99
" " " " 1873	1873		759 00	10,390 44	11,789 27
" " " " 1874	1874		2,810 00	11,675 67	16,427 19
" " " " 1875	1875	2,415 00		12,201 99	16,306 91
" " " " 1876	1876			10,593 14	13,273 56
" " " " 1877	1877	80 00		10,281 78	10,111 32
" " " " 1878	1878			10,413 99	6,022 96
" " " " 1879	1879			11,301 53	8,809 77
" " " " 1880	1880			11,516 22	12,377 74
" " " " 1881	1881			13,950 47	20,705 17
" " " " 1882	1882		31,796 41	16,686 78	16,843 60
" " " " 1883	1883		21,332 36	15,904 38	15,182 24
" " " " 1884	1884		41,640 77	18,448 85	12,003 34
" " " " 1885	1885		21,049 23	18,378 55	13,046 95
" " " " 1886	1886		14,547 27	19,501 28	11,999 77
" " " " 1887	1887		17,911 17	19,053 62	20,071 37
" " " " 1888	1888		65,536 54	20,073 60	11,823 74
" " " " 1889	1889		51,437 87	19,679 22	19,392 18
" " " " 1890	1890		23,221 48	19,655 38	14,399 93
" " " " 1891	1891		43,344 41	19,204 76	11,399 93
" " " " 1892	1892		38,353 99	19,665 22	12,976 48
" " " " 1893	1893		21,127 65	19,310 29	12,451 03
" " " " 1894	1894		8,567 78	19,040 93	11,920 74
" " " " 1895	1895		6,147 63	19,325 49	11,779 12
" " " " 1896	1896		3,694 63	19,349 65	11,801 12
" " " " 1897	1897		12,665 88	18,754 17	13,128 55
" " " " 1898	1898		13,184 68	17,992 90	12,466 51
" " " " 1899	1899		15,255 42	18,336 50	11,997 51
" " " " 1900	1900		5,448 88	18,397 58	13,995 00
" " " " 1901	1901		1,195 09	18,529 48	17,572 35
" " " " 1902	1902		19,132 80	18,832 25	17,313 02
" " " " 1903	1903		8,977 43	19,286 10	21,745 65
Less proceeds of sale of piece of land		637,206 76 150 00			
Total		*637,056 76	493,884 72	561,259 95	518,545 74

*Chambly Canal and River Richelieu.

Chambly Canal as above \$ 637,056 76
 St. Ours Lock, see page 20..... 121,537 65

\$ 758,594 41

Less amount deducted at Confederation, see
 Public Accounts, 1868, part i, page 9.

Government expenditure prior to Confederation.

Chambly 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, 1903, page 4..... \$ 436,152 83

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

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					
" " since	1868		400 00		
" " " " "	1869				
" " " " "	1870				
" " " " "	1871				
" " " " "	1872				
" " " " "	1873				
" " " " "	1874				
" " " " "	1875				
" " " " "	1876				
" " " " "	1877				
" " " " "	1878				
" " " " "	1879				
" " " " "	1880				
" " " " "	1881				
" " " " "	1882	7,135 63			
" " " " "	1883	84,071 68			
" " " " "	1884	118,187 43			
" " " " "	1885	148,902 66			
" " " " "	1886	179,704 52			
" " " " "	1887	142,563 66			
" " " " "	1888	146,754 37			
" " " " "	1889	215,326 46			
" " " " "	1890	106,760 35		494 31	
" " " " "	1891	61,260 49		5,137 03	173 53
" " " " "	1892	5,964 22		5,803 48	3,505 15
" " " " "	1893	30,838 79		5,499 62	5,341 34
" " " " "	1894			5,667 52	5,295 57
" " " " "	1895			5,354 97	5,063 49
" " " " "	1896			5,409 10	5,410 33
" " " " "	1897			5,526 87	3,966 41
" " " " "	1898			5,799 94	4,710 23
" " " " "	1899			5,073 70	3,533 68
" " " " "	1900			5,613 83	2,777 60
" " " " "	1901			5,175 74	1,138 15
" " " " "	1902			3,254 51	6,377 19
" " " " "	1903	500 00		5,757 00	4,627 70
Total.....		*1,247,970 26	400 00	71,567 62	51,920 37

*Agreeing with Public Accounts Balance Sheet, 1902, page 4.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—

TRENT CANAL.

			Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation			1868	309,371 31			
"	since	"	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
"	"	"	1903	528,950 74	18,548 58	6,993 25	10,791 15
Total,				4,135,353 56*	223,087 50	87,041 81	137,811 25

*Total expenditure on Capital Account as above. \$4,135,353 56

Less—Expenditure prior to Confederation. \$ 309,371 31

" Year 1880. 561 50

309,932 81

Agreeing with Public Accounts Balance Sheet, 1903, page 4. \$3,825,420 75

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

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					*		*	
" " " "	1903					*		*	
Total.....		+489,599	23	748	65	*		*	

*Included in Rideau Canal.

†Agreeing with Public Accounts, 1903, page 4.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

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	.....	.....	.....	.....	.....	.....
" " " "	1896	.....	189,986 59	.....	.....	3,432 73	.....	.....	.....
" " " "	1897	.....	209,561 82	.....	.....	16,074 70	.....	2,650 17	.....
" " " "	1898	.....	21,004 56	.....	.....	15,381 59	.....	7,671 79	.....
" " " "	1899	.....	63,935 48	.....	.....	14,389 92	.....	8,172 09	.....
" " " "	1900	.....	27,157 98	.....	.....	13,840 24	.....	6,564 40	.....
" " " "	1901	.....	323,353 93	.....	.....	13,901 40	.....	13,219 87	.....
" " " "	1902	.....	122,505 73	.....	48 39	13,730 93	.....	10,289 18	.....
" " " "	1903	.....	65,933 43	.....	.....	15,920 80	.....	14,839 71	.....
Total .....		.....	*4 281,464 76	.....	997 74	122,749 53	.....	74,262 91	.....

Agreeing with Public Accounts, 1903, page 4.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

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					
since	1868				
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882				
" " "	1883				
" " "	1884				
" " "	1885				
" " "	1886				
" " "	1887				
" " "	1888				
" " "	1889				
" " "	1890				
" " "	1891				
" " "	1892	54,235 76			
" " "	1893	210,336 24			
" " "	1894	723,380 95			
" " "	1895	752,016 53			
" " "	1896	535,939 07			
" " "	1897	363,126 06			
" " "	1898	1,016,401 00			
" " "	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
" " "	1903	248,929 10		31,987 06	10,362 23
Total.....		*6,738,643 32	115 00	86,526 18	23,518 13

* 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, October 31, 1903.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to
June 30, 1903.

Canal.	Construction.		Enlargement.		Total.	
	\$	cts.	\$	cts.	\$	cts.
St. Peters.	248,762	84	399,784	30	648,547	14
Lachine.	2,589,532	85	8,591,631	27	11,181,164	12
Beauharnois	1,636,690	26	.....	.....	1,636,690	26
St. Lawrence River and Canals.	18,442	85	2,855,800	19	2,874,243	04
Lake St. Louis. ....	.....	.....	290,259	21	290,259	21
Lake St. Francis. ....	.....	.....	75,906	71	75,906	71
Coruwall.	1,945,624	73	5,017,674	24	6,963,298	97
Williamsburg. {	Farran's Point. ....	.....	850,281	58	9,567,076	75
	Galops .....	.....	5,271,050	16		
	Rapide Plat. ....	.....	2,122,602	84		
	Williamsburg	1,320,655	54	2,486			63
Welland	7,693,824	03	16,940,333	28	24,634,157	31
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
Chambly.	637,056	76	.....	.....	637,056	76
Murray.	1,247,970	26	.....	.....	1,247,970	26
Trent.	4,135,353	56	.....	.....	4,135,353	56
Tay	489,599	23	.....	.....	489,599	23
Sault Ste. Marie	4,281,464	76	.....	.....	4,281,464	76
Soulanges.	6,738,643	32	.....	.....	6,738,643	32
	37,769,768	62	47,572,608	85	85,342,377	47

* 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, October 31, 1903.

3-4 EDWARD VII. A. 1904

*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	94
" "	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	294,446	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	2,360,569	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
" "	1903	1,823,273	61	275,103	58	390,281	82	294,113	92	230,213	15
Total		85,342,377	47	3,362,407	41	8,641,002	03	6,736,349	33	13,247,969	84

* 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, October 31, 1903.

SESSIONAL PAPER No. 20

HYDRAULIC AND OTHER RENTS.

Balances due July 1, 1902.	Accrued during the Year ended June 30, 1902.	Totals.	Abatement.	Paid into hands of the Collectors.	Balances due June 30, 1903.	Totals.
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
32,436 08	16,039 96	48,967 04	155 00	14,774 96	34,037 08	48,967 04
2,259 58	1,368 00	3,627 58	1,063 33	867 41	1,696 84	3,627 58
3,074 50	5,371 00	8,445 50		5,117 00	3,328 50	8,445 50
11,920 84	3,396 00	15,316 84	67 50	3,635 50	12,213 84	15,316 84
16,390 81	391,300 77	55,691 58	737 33	37,611 93	17,282 32	55,691 58
500 84	349 00	849 84		137 00	652 84	849 84
3,029 91	3,604 35	6,634 26	91 09	3,036 75	3,446 51	6,634 26
227 00	1,372 50	1,599 50		1,292 50	307 00	1,599 50
	890 00	890 00		885 00	5 00	890 00
5,544 00	5,504 00	11,048 00		491 00	10,557 00	11,048 00
4 00	38 00	42 00		32 00	10 00	42 00
	3,000 00	3,000 00		3,000 00		3,000 00
75,887 56	80,224 58	156,112 14	2,174 16	70,401 05	83,536 93	156,112 14
			Total			

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

REVENUE STATEMENT.

CANAL REVENUE.				COLLECTION DIVISIONS		DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Total.		Cost of Staff, Repairs, and Offices of Collection chargeable to Revenue.	
Tolls.	Wharfage and Storage.	Fines.		Total Canal Revenue Accrued.	Hydraulic and Other Rents, &c.	Total.	On Account of Canal Revenue.		Total.	On Account of Hydraulic Rents.	Total.
		§ cts.	§ cts.				§ cts.	§ cts.			
62,576 05		15 00	4 00	62,595 05	770 00	63,365 05	62,595 05	770 00	63,365 05	108,930 59	
10,861 68			210 72	11,072 40	1,454 50	12,526 90	11,072 40	1,454 50	12,526 90	3,497 60	
256 71			1 82	258 53	226 00	484 53	258 53	226 00	484 53	2,253 03	
133 48		35 00		168 48	12,319 46	12,487 94	168 48	12,319 46	12,487 94	792 89	
53 72			53 72	53 72	5 00	58 72	53 72	5 00	58 72	269 97	
73,881 64		50 00	216 54	74,148 18	14,774 96	88,923 14	74,148 18	14,774 96	88,923 14	1,249 96	
87 04				87 04	3,035 50	3,122 54	87 04	3,035 50	3,122 54	316,601 41	
7,837 88				7,837 88	5,117 00	12,954 88	7,837 88	5,117 00	12,954 88	953 60	
684 50		10 00		694 50	867 41	1,561 91	694 50	867 41	1,561 91	1,749 45	
2,883 43			719 44	3,602 87		3,618 92	3,618 92		3,618 92	1,020 29	
21,258 79			2,974 81	24,233 60	37,611 93	63,986 00	26,374 07	37,611 93	63,986 00	2,263 10	
7,815 25				7,815 25	7,815 25	15,630 50	7,815 25		15,630 50	8,092 24	
5,792 74				5,792 74	3,000 00	8,792 74	5,792 74	3,000 00	8,792 74	700 35	
46,359 63		10 00	3,694 25	52,220 40	49,631 84	101,852 24	52,220 40	49,631 84	101,852 24	332,888 40	
10,078 93		10 00		10,088 93	100 00	10,188 93	10,088 93	100 00	10,188 93	45,371 41	
5,990 22				5,990 22	97 00	6,087 22	5,990 22	97 00	6,087 22	1,620 21	
419 32				419 32		419 32	419 32		419 32	1,810 04	
16,488 47		10 00		16,498 47	197 00	16,695 47	16,498 47	197 00	16,695 47	644 60	
11,224 77				11,224 77		11,224 77	11,224 77		11,224 77	39,558 64	
4,103 09			16 00	4,119 09	463 00	4,582 09	4,119 09	463 00	4,582 09	481 31	
55 09				55 09	28 00	158 09	55 09	28 00	158 09	682 70	
866 24		10 00		876 24		876 24	876 24		876 24	808 49	
16,249 19		85 00	16 00	16,350 19	491 00	16,841 19	16,350 19	491 00	16,841 19	41,534 14	

SESSIONAL PAPER No. 20

1,537 92	35 18	114 84	1,687 94	2,803 40	4,491 31	1,687 91	2,803 40	4,491 34	71,019 54
458 86		1 68	458 86	230 00	688 86	458 86	230 00	688 86	2,793 00
669 74			611 42	63 35	674 77	611 42	63 35	674 77	441 00
2,606 62	35 18	116 52	2,758 22	3,096 75	5,854 97	2,758 22	3,096 75	5,854 97	344 00
2,239 81		8 00	2,247 84	32 00	2,279 84	2,247 84	32 00	2,279 84	74,537 54
									3,600 60
									201 67
837 49		10 00	847 49		847 49	847 49		847 49	3,802 27
									10,845 50
									780 90
									11,626 40
94 92			94 92	1 00	95 92	94 92	1 00	95 92	17,784 40
361 19		8 00	369 19		369 19	369 19		369 19	15 00
79 68			79 68	10 00	89 68	79 68	10 00	89 68	25 82
28 82			28 82		28 82	28 82		28 82	45 00
379 50		5 00	384 50	1,284 50	1,666 00	384 50	1,284 50	1,666 00	58 37
120 61			120 61		120 61	120 61		120 61	15 00
4,064 72		5 00	4,077 72	1,292 50	2,370 22	4,077 72	1,292 50	2,370 22	17,943 59
				885 00	885 00		885 00	885 00	23,302 57
159,727 50	2,191 70	4,059 31	166,148 51	70,401 05	236,549 56	166,148 51	70,401 05	236,549 56	735,450 21
									10,266 93
									63 10
									847 43
									443 26
159,727 50	2,191 71	4,059 31	166,148 51	70,401 05	236,549 56	166,148 51	70,401 95	236,549 56	747,570 93
							6,189 30	6,236 41	
							147 11		
							159,959 21	230,213 15	

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 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	1868	483,353 65		359,961 08	420,752 58
" " 1869	1869	282,615 18		387,548 47	455,022 76
" " 1870	1870	1,729,381 49		445,208 75	471,245 09
" " 1871	1871	2,916,782 13		442,993 31	565,713 52
" " 1872	1872	5,131,141 51		595,076 22	622,900 56
" " 1873	1873	5,201,450 37		1,011,892 60	703,458 26
" " 1874	1874	3,614,898 81		1,847,175 24	893,430 17
" " 1875	1875	3,426,099 55		1,532,589 62	861,593 43
" " 1876	1876	1,108,321 59		1,277,197 79	848,861 46
" " 1877	1877	1,318,352 19		1,661,673 55	1,154,445 35
" " 1878	1878	408,816 74		1,811,273 56	1,378,946 78
" " 1879	1879	226,639 19		2,010,183 22	1,294,099 69
" " 1880	1880	2,048,014 60		1,607,956 70	1,520,310 45
" " 1881	1881	608,732 80		1,780,353 53	1,777,856 76
" " 1882	1882	585,568 79		2,080,592 37	2,100,315 85
" " 1883	1883	1,616,632 96		2,383,477 20	2,395,934 99
" " 1884	1884	1,405,377 52		2,366,719 95	2,376,666 19
" " 1885	1885	1,195,363 08		2,460,229 87	2,392,605 00
" " 1886	1886	544,958 17		2,568,473 10	2,406,858 88
" " 1887	1887	823,070 86		2,854,158 91	2,621,337 41
" " 1888	1888	742,203 09		3,300,481 94	2,937,337 40
" " 1889	1889	655,228 13		3,174,785 19	2,923,736 46
" " 1890	1890	365,246 48		3,500,455 80	2,958,243 38
" " 1891	1891	79,929 34		3,691,273 65	3,007,630 51
" " 1892	1892	168,101 77		3,458,891 39	2,978,950 82
" " 1893	1893	228,984 79		3,062,207 45	3,099,815 20
" " 1894	1894	166,362 43		2,999,317 07	3,020,485 74
" " 1895	1895	327,034 51		2,964,940 98	2,979,795 59
" " 1896	1896	259,105 23		3,029,304 08	2,994,201 93
" " 1897	1897	145,142 00		2,936,789 71	2,966,631 25
" " 1898	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" " 1899	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " 1900	1900	1,796,348 29		4,444,296 25	4,599,423 14
" " 1901	1901	3,633,836 57		5,477,285 30	5,019,497 76
" " 1902	1902	4,621,841 05		5,596,939 57	5,720,990 50
" " 1903	1903	2,254,256 68		6,214,496 38	6,366,884 53
Total		*62,220,224 22	280,000 00	92,024,589 24	85,705,533 96

*Including \$296,672.90 charged to 'Consolidated Fund.'

Total cost of construction as above..... \$ 62,220,224 22

LESS amounts transferred from Capital to Consolidated Fund as follows:—

	Nova Scotia Ry.	American Ry.
1868.....	\$ 16,800 99	\$ 11,302 89
1870.....	34,403 45	1,749 21
1871.....	50,405 69	
1873.....	106,899 59	75,311 08
	\$ 208,509 72	\$ 88,363 18
		208,509 72

296,872 90

Cape Breton Railway, page 35.....	\$61,923,351 32
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..... \$ 70,855,079 20

Governor General's car 'Victoria'..... 1,290 31

Agreeing with Public Accounts, 1902d3, page 4..... \$ 70,856,369 52

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.				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,707 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		*	+
" " "	1903		*	+
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, October 31, 1903.

3-4 EDWARD VII., A. 1904

CARLETON BRANCH RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868			
" since "	1869			
" "	1870			
" "	1871			
" "	1872			
" "	1873			
" "	1874			
" "	1875			
" "	1876			
" "	1877			
" "	1878			
" "	1879			
" "	1880			
" "	1881			
" "	1882			
" "	1883			
" "	1884			
" "	1885			
" "	1886	85,610 69		
" "	1887	2,299 62		
" "	1888	500 17		
" "	1889			
" "	1890			
" "	1891			
" "	1892			
" "	1893			
" "	1894			
" "	1895			
" "	1896			
" "	1897			
" "	1898			
" "	1899			
" "	1900			
" "	1901			
" "	1902			
" "	1903			
Total		*88,410 48		

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

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

SESSIONAL PAPER No. 20

CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		§ cts.	§ cts.*
Government expenditure prior to confederation.....	1868		
" since " " " " "	1869		
" " " " " " "	1870		
" " " " " " "	1871		
" " " " " " "	1872		
" " " " " " "	1873		
" " " " " " "	1874		
" " " " " " "	1875		
" " " " " " "	1876		
" " " " " " "	1877		
" " " " " " "	1878		
" " " " " " "	1879		
" " " " " " "	1880		
" " " " " " "	1881		
" " " " " " "	1882		
" " " " " " "	1883		
" " " " " " "	1884		
" " " " " " "	1885		
" " " " " " "	1886		
" " " " " " "	1887	76,501 89	
" " " " " " "	1888	689,450 50	
" " " " " " "	1889	1,083,276 60	
" " " " " " "	1890	1,170,523 62	
" " " " " " "	1891	521,441 62	
" " " " " " "	1892	99,936 96	
" " " " " " "	1893	59,982 74	
" " " " " " "	1894	158,770 61	
" " " " " " "	1895	*	
" " " " " " "	1896	*	
" " " " " " "	1897	405 00	
" " " " " " "	1898	389 60	
" " " " " " "	1899		
" " " " " " "	1900		
" " " " " " "	1901		
" " " " " " "	1902		
" " " " " " "	1903		
Total.....		\$3,860,679 14	†

*Included in Intercolonial Railway capital. †Included in Intercolonial Railway working expenses.
 §Included in total cost of Intercolonial Railway system, see page 32.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

OXFORD AND NEW GLASGOW.

	Year.	Capital.		Working Expenses.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation	1868				
" " since "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
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" " " "	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				
" " " "	1903				
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, October 31, 1903.

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				
" " ".....	1903				
Total.....		*333,942	72		

*Included in total cost of Intercolonial Railway system, page 32.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

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 02
" " "	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 03
" " "	1886	4,668 33	216,744 34	155,584 36
" " "	1887	5,800 00	204,237 45	155,303 37
" " "	1888		229,639 95	158,363 62
" " "	1889		247,559 44	171,369 56
" " "	1890		266,485 85	160,971 78
" " "	1891		257,990 08	174,258 05
" " "	1892	8,300 49	289,706 38	157,442 69
" " "	1893		226,422 17	162,690 42
" " "	1894		226,891 06	158,533 83
" " "	1895		232,905 19	149,654 78
" " "	1896		225,138 56	146,476 54
" " "	1897		240,489 90	153,443 13
" " "	1898	17,541 88	231,418 74	158,950 61
" " "	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
" " "	1903	829,414 18	259,637 82	217,714 24
Total.....		*5,429,239 33	6,565,177 82	4,378,879 21

* Agrees with Public Accounts Balance Sheet, 1902-1903, page 4.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

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		
" " "	1903			
Total		*62,752,243 58	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1902-1903, 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 the expenditure.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.	Income Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.			
" since	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
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" " "	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		
" " "	1903		
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, October 31, 1903.

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		
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" " "	1894		
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900	1,459,000 00	
" " "	1901		
" " "	1902	5,000 00	
" " "	1903		
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, October 31, 1903.

3-4 EDWARD VII., A. 1904

YUKON TERRITORY WORKS.

(Stikine Teslin Railway.)

		Year.	Construction.
			\$ 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
"	"	"	1896
"	"	"	1897
"	"	"	1898
"	"	"	1899
"	"	"	1900
"	"	"	1901
"	"	"	1902
"	"	"	1903
Total			283,323 55
			*283,323 55

* Agrees with Public Accounts Balance Sheet, 1902-1903, page 8.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Capital Account on Railways.

Railways.	\$	cts.	\$	cts.
Intercolonial.....	61,923,351	32		
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		
			70,521,136	48
Carleton Branch.....			48,410	48
Montreal and European Short Line.....			333,942	72
Prince Edward Island.....			5,429,239	33
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.....			140,030,269	54
<i>Memo re Recapitulation—Railways.</i>				
Total cost as per statement above.....			140,030,269	54
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.....			140,327,142	44

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

RECAPITULATION—RAILWAYS.

	Year.	Construction.	Working Expenses.	Revenue received.
		§ cts.	§ cts.	§ cts.
Government expenditure prior to Confederation		13,881,460 65		
" " since	1868	483,353 65	359,961 08	420,752 58
" " " "	1869	282,615 18	387,548 47	455,022 76
" " " "	1870	1,729,381 49	445,208 75	471,245 09
" " " "	1871	2,946,930 45	442,993 31	565,713 52
" " " "	1872	5,620,569 67	595,076 22	622,900 56
" " " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " " "	1876	4,497,434 75	1,497,128 22	966,922 42
" " " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " " "	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " " "	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " " "	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " " "	1894	585,749 01	3,226,208 13	3,179,019 57
" " " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " " "	1898	270,990 85	3,507,248 88	3,313,847 10
" " " "	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " " "	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " " "	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " " "	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " " "	1903	3,083,680 86	6,474,134 20	6,584,598 77
Total		*140,365,852 13	99,465,757 39	90,942,352 60

*Total amount paid on construction.....\$ 140,365,852 13

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

Total cost of construction.....\$ 140,325,852 13

Add expenditure Governor General's car 'Victoria'.....1,290 31

Agreeing with amount expended on capital, see page 43.....\$ 140,327,142 44

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, October 31, 1903.

SESSIONAL PAPER No. 20

STATEMENT showing Miscellaneous Expenditure, yearly, by the Department of Railways and Canals.

Year ending June 30.	CHARGE- ABLE 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.	\$ 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...		10,695 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 53	34,138 50	65,770 65			125,319 96	
1903...		2,491 84	15,570 43	35,398 00	63,175 19			116,635 46	
	1,290 31	239,001 08	440,520 68	523,321 22	1,011,858 40	45,039 97	69,711 05	2,330,742 71	

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1903.

3-4 EDWARD VII., A. 1904

RECAPITULATION—RAILWAYS AND CANALS, TO JUNE 30, 1903.

EXPENDITURE.

<i>Chargeable to Capital Account—</i>	
Railways, <i>see</i> Statement page 43.....	\$ 140,030,269 54
Canals " " 27.....	85,342,377 47
	\$ 225,372,647 01
<i>Chargeable to Consolidated Fund—</i>	
*Railway Subsidies as per Statement No. 3, page 47.....	\$ 29,295,052 71
<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> " 45.....	440,520 68
Canals, " " 28.....	3,362,407 41
" " " 45.....	239,001 08
General, Railways and Canals, " 45.....	523,321 22
	\$ 5,142,123 29
<i>Revenue Account—</i>	
Canals—Operating and maintaining Staff, <i>see</i> page 28.....	\$ 8,641,002 03
Canals—Repairs, <i>see</i> page 28.....	6,736,339 33
" " " 45.....	1,011,858 40
Railways—Working Expenses, <i>see</i> page 44.....	99,465,757 39
" " " 45.....	45,039 97
General—Railways and Canals, " 45.....	69,711 05
	\$ 115,969,708 17
	\$ 150,406,884 17
Total expenditure on Railways and Canals.....	\$ 375,779,531 18

EXPENDITURE AS ABOVE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

RAILWAYS.

Capital Account.....	\$ 140,030,269 54
Consolidated Fund.....	129,823,243 65
	\$ 269,853,513 19

CANALS.

Capital Account.....	\$ 85,342,377 47
Consolidated Fund.....	19,990,608 25
	\$ 105,332,985 72

GENERAL, COMMON TO BOTH.

Consolidated Fund.....	\$ 593,032 27
Total expenditure on Railways and Canals.....	\$ 375,779,531 18

REVENUE.

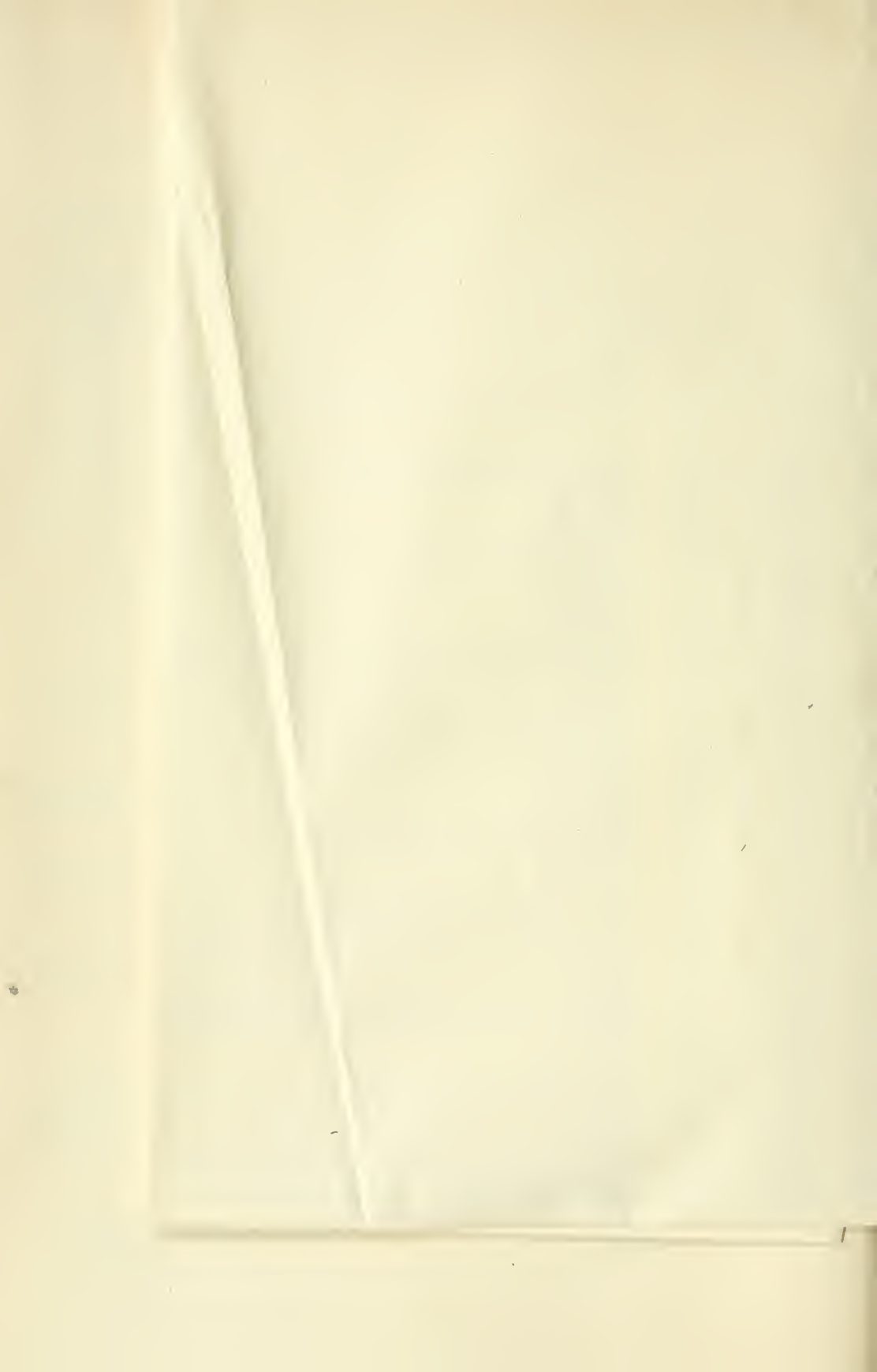
Railways—Revenue received from July 1, 1867, to June 30, 1903, (for details <i>see</i> page 44)	\$ 90,942,352 60
Canals " " " " " " " 28).	13,247,969 84
Total Revenue, Railways and Canals.....	\$ 104,190,322 44

*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, October 31, 1903.





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.	No.	Subsidy paid and available at June 30, 1903.	Subsidy paid to June 30, 1903.	Subsidy paid to September 30, 1903.
		of miles built up to June 30, 1903.	of miles paid and provided for.			
				\$ 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	67,153 98	67,153 98
3	+Algoma Central and Hudson Bay..	77	91	748,800 00	583,536 00	583,536 00
4	Baie des Chaleurs.....	70	70	620,000 00	620,000 00	620,000 00
5	Bay of Quinté.....	6	6	22,400 00	19,200 00	25,600 00
6	Beauharnois Junction.....	19'50	19'50	62,400 00	62,400 00	62,400 00
7	Belleville and North Hastings.....	6'84	6'84	21,888 00	21,888 00	21,888 00
8	Brantford, Waterloo and Lake Erie..	18	18	57,600 00	57,600 00	57,600 00
9	Brockville, Westport and Sault Ste. Marie.....	44'50	44'50	105,200 00	105,200 00	105,200 00
10	Bruce Mines and Algoma.....	9	9	28,800 00	28,800 00	28,800 00
11	Buctouche and Moncton.....	31'75	31'75	101,600 00	101,600 00	101,600 00
12	Canada Atlantic.....	54'05	54'05	282,355 20	282,355 20	282,355 20
13	Canada Central.....	120	120	1,525,250 00	1,525,250 00	1,525,250 00
14	+Canada Eastern.....	107	107	350,400 00	350,400 00	350,400 00
15	+Canadian Pacific.....	1,905	1,905	25,000,000 00	25,000,000 00	25,000,000 00
16	" (extension)*.....	555'83	559'83	5,380,496 00	5,343,507 00	5,343,507 00
17	+Cape Breton extension.....	30	30	192,000 00	65,280 00	182,400 00
18	Caraquet.....	67	67	224,000 00	224,000 00	224,000 00
19	Central (of New Brunswick).....	45'66	89'50	238,400 00	142,400 00	142,400 00
20	Cornwallis Valley.....	14	14	44,800 00	44,800 00	44,800 00
21	Columbia and Kootenay.....	27'75	27'75	88,800 00	88,800 00	88,800 00
22	+Canadian Northern.....	267'86	290	1,632,000 00	1,534,976 00	1,534,976 00
23	Cap de la Madeleine.....	2'32	2'32	7,424 00	7,424 00	7,424 00
24	+Coast of Nova Scotia (now Halifax and Yarmouth).....	50	61	195,200 00	150,400 00	150,400 00
25	+Central Ontario.....	21	21	67,200 00	67,200 00	67,200 00
26	Cumberland.....	14	14	39,850 00	39,850 00	39,850 00
27	Dominion Line Co.....	4'80	4'80	15,360 00	15,360 00	15,360 00
28	Dominion Coal Co.....	27'44	27'44	87,808 00	87,808 00	87,808 00
29	+Drummond Counties.....	133'00	135'60	423,936 00	423,936 00	423,936 00
30	+East Richelieu Valley.....	21'86	21'86	69,952 00	69,952 00	69,952 00
31	Elgin, Petitediac and Havelock....	12	12	38,400 00	38,400 00	38,400 00
32	Erie and Huron.....	30	30	96,000 00	96,000 00	96,000 00
33	Esquimalt and Nanaimo.....	71	71	750,000 00	750,000 00	750,000 00
34	Fredericton and St. Mary's Bridge Co.....	1'33	1'33	30,000 00	30,000 00	30,000 00
35	Grand Trunk, Georgian Bay and Lake Erie.....	12'42	12'42	39,744 00	39,744 00	39,744 00
36	Grand Trunk.....	Bridge..	Bridge..	500,000 00	500,000 00	500,000 00
37	Great Eastern.....	12'50	12'50	40,345 00	40,345 00	40,345 00
38	+Great Northern.....	140'42	143'59	557,788 31	557,788 31	557,788 31
39	Guelph Junction.....	15'25	15'25	46,000 00	46,000 00	46,000 00
40	+Gulf Shore.....	16'78	16'78	53,699 20	53,699 20	53,699 20
Carried forward.....		4,082'89	4,209'61	39,932,355 71	39,333,512 69	39,457,082 69

5-4 EDWARD VII., A. 1904

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, 1903.	No. of miles paid and provided for.	Subsidy paid and available at June 30, 1903.		Subsidy paid to June 30, 1903.		Subsidy paid to September 30, 1903.	
				\$	cts.	\$	cts.	\$	cts.
	Brought forward.....	4,082·89	4,209·61	39,932,355	71	39,333,512	69	39,457,032	69
41	Harvey Branch.....	3	3	5,553	57	5,553	57	5,553	57
42	Hereford.....	48·50	48·50	155,200	00	155,200	00	155,200	00
43	Iroindale, Bancroft & Ottawa.....	45	50	160,000	00	144,000	00	144,000	00
44	International.....	49	49	156,800	00	156,800	00	156,800	00
45	†Inverness and Richmond.....	53	53	339,200	00	311,375	53	311,375	53
46	Joggins.....	12	12	37,500	00	37,500	00	37,500	00
47	Kingston and Pembroke.....	15	15	48,000	00	48,000	00	48,000	00
48	Kingston, Napanee and Western.....	61·35	61·35	208,732	80	208,732	80	208,732	80
49	L'Assomption.....	3·50	3·50	11,200	00	11,200	00	11,200	00
50	†Lake Erie and Detroit River.....	126·90	128·05	475,851	00	475,851	00	475,851	00
51	Lake Temiscamingue Colonization... 45·84	45·84	45·84	310,335	95	310,335	95	310,335	95
52	Leamington and Lake St. Clair.....	16	16	51,200	00	51,200	00	51,200	00
53	Lotbinière and Megantic.....	30	30	96,000	00	96,000	00	96,000	00
54	Manitoulin and North Shore.....	12·60	12·60	204,800	00	32,000	00	32,000	00
55	Montreal & Sorel (now South Shore).. 61·50	61·50	126·67	507,322	00	213,047	76	213,047	76
56	Montreal and Lake Champlain.....	83	83	103,600	00	103,600	00	103,600	00
57	Montreal and Western.....	70	70	361,270	00	361,270	00	361,270	00
58	Montreal and Lake Maskinongé.....	12·90	12·90	41,280	00	41,280	00	41,280	00
59	Montreal and Ottawa.....	60	60	192,000	00	192,000	00	192,000	00
60	†Montreal and Province Line.....	18·3	18·3	58,560	00	58,560	00	58,560	00
61	Montfort Colonization.....	32·20	32·20	167,440	00	167,440	00	167,440	00
62	Magametawan River.....	1·11	1·11	3,552	06	3,552	00	3,552	00
63	†Massawippi Valley.....	1·68	1·68	5,376	00	5,376	00	5,376	00
64	†Midland (Nova Scotia).....	57·18	58	365,418	00	360,450	30	360,450	30
65	Nakusp and Slocan.....	36·80	36·80	117,760	00	117,760	00	117,760	00
66	New Brunswick and P. E. Island... 35·45	35·45	35·45	113,440	00	113,440	00	113,440	00
67	New Glasgow Iron and Coal Co.....	12·45	12·45	39,840	00	39,840	00	39,840	00
68	Northern Pacific Junction.....	110	110	1,320,000	00	1,320,000	00	1,320,000	00
69	Nova Scotia Central.....	73·50	73·50	235,200	00	235,200	00	235,200	00
70	Ontario, Belmont and Northern.....	9·60	9·60	30,720	00	30,720	00	30,720	00
71	Ontario and Quebec.....	61·25	61·25	196,000	00	196,000	00	196,000	00
72	Orford Mountain.....	26·50	26·50	84,800	00	84,800	00	84,800	00
73	Oshawa Railway and Navigation Co.	7	7	22,400	00	22,400	00	22,400	00
74	†Ottawa, Northern and Western (for- merly Ottawa & Gatineau Valley).. 55·28	55·28	55·28	292,320	00	292,320	00	292,320	00
75	†Ottawa and New York.....	53·87	53·87	262,384	00	262,384	00	262,384	00
76	†Ottawa, Arnprior and Parry Sound. 159·58	159·58	159·58	779,712	00	779,712	00	779,712	00
77	Parry Sound Colonization.....	47·75	47·75	152,800	00	152,800	00	152,800	00
78	Pontiac and Pacific Junction.....	70	70	193,578	00	193,578	00	193,578	00
79	†Phillipsburg Junction.....	7·41	7·41	23,712	00	23,712	00	23,712	00
80	Pontiac and Renfrew.....	4·25	4·25	13,600	00	13,600	00	13,600	00
81	Pontiac and Pacific and Ottawa and Gatineau.....	Bridge.	Bridge.	212,500	00	212,500	00	212,500	00
82	†Penbrooke Southern.....	20	20	64,000	00	64,000	00	64,000	00
83	Port Arthur, Duluth and Renfrew... 84·75	84·75	84·75	271,200	00	271,200	00	271,200	00
84	Quebec Central.....	74·86	74·86	348,342	00	348,342	00	348,342	00
85	Quebec Bridge Co.....	Bridge.	Bridge.	374,353	33	374,353	33	374,353	33
86	Quebec and Lake St. John.....	245·85	245·85	1,006,743	50	1,006,743	50	1,006,743	50
87	Quebec, Montmorency & Charlevoix.. 30	30	30	96,000	00	96,000	00	96,000	00
88	†Restigouche and Western.....	10	20	78,930	00	46,930	00	46,930	00
89	Shnswap and Okanagan.....	51	51	163,200	00	163,200	00	163,200	00
90	South Norfolk.....	17	17	54,400	00	54,400	00	54,400	00
91	St. Catharines and Niagara Central.. 12	12	12	38,400	00	38,400	00	38,400	00
92	St. Clair Frontier Tunnel.....	2·23	2·23	375,000	00	375,000	00	375,000	00
93	St. Lawrence and Lower Laurentian. 38·85	38·85	38·85	217,600	00	217,600	00	217,600	00
94	St. Louis, Richibucto & Buctouche.. 7	7	7	22,400	00	22,400	00	22,400	00
95	†St. Lawrence and Adirondack.....	33·51	33·51	149,481	60	149,481	60	149,481	60
96	†St. Mary River.....	30	30	75,000	00	75,000	00	75,000	00
97	St. Stephen and Milltown.....	4·64	4·64	14,848	00	14,848	00	14,848	00
	Carried forward.....	6,434·83	6,643·69	51,439,211	46	50,292,502	03	50,416,022	03

SESSIONAL PAPER No. 20

TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Concluded.*

Number.	Name of Railway.	No. of miles built up to June 30, 1903.	No. of miles paid and provided for.	Subsidy paid and available at June 30, 1903.		Subsidy paid to June 30, 1903.		Subsidy paid to September 30, 1903.	
				\$	cts.	\$	cts.	\$	cts.
	Brought forward.....	6,434·83	6,643·69	51,439,211	46	50,292,502	03	50,416,022	03
98	Temiscouata	112·95	112·95	645,950	00	645,950	00	645,950	00
99	†Thousand Islands.....	5·19	5·19	29,840	00	29,840	00	29,840	00
100	†Tilsonburg, Lake Erie and Pacific..	33·96	47·41	158,871	48	113,431	48	113,431	48
101	†Tobique Valley	27·88	27·88	134,016	00	134,016	00	134,016	00
102	Toronto, Grey and Bruce.....	4·58	4·58	14,656	00	14,656	00	14,656	00
103	†United Counties.....	59	59	188,816	00	188,816	00	188,816	00
104	Waterloo Junction.....	10·25	10·25	32,800	00	32,800	00	32,800	00
105	Western Counties.....	20	20	500,000	00	500,000	00	500,000	00
106	West Ontario Pacific.....	18·75	18·75	60,000	00	60,000	00	60,000	00
107	†York and Carleton	5·73	5·73	18,336	00	18,336	00	18,336	00
	Total	6,733·12	6,955·43	53,222,496	94	52,030,347	51	52,153,867	51

‡ Add subsidy of used rails as per statement, part iii, page 7, \$152,305.20, and Atlantic and North-Western, \$2,612,400, 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., \$29,295,052.71.

* 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, Arnprior and Parry Sound.....	56
Phillipsburg Junction.....	0 66
St. Lawrence and Adirondack.....	13 50
Tilsonburg, Lake Erie and Pacific.....	3 50
United Counties.....	1
Great Northern.....	44
Gulf Shore.....	5 50
St. Stephen's and Milltown.....	1 14
Drummond County.....	42 50
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
Cape Breton Extension.....	30 80
Algoma Central and Hudson Bay.....	90
Atlantic and Lake Superior.....	100
Manitoulin and North Shore.....	13
Bay of Quinté.....	8
Bruce Mines and Algoma.....	9
Magametawan River.....	1 11

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.	2,612,400
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	\$ 3,136 " 21 "	Nil.
	Total.....	308		2,612,400

STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loans authorized.	Amount loaned.
		\$	\$ cts.
1	Albert Railway Co.	15,000	14,725 56
2	Fredericton and St. 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, Petiteodiac 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 Land.

No.	Act authorizing Subsidy.	Name of Railway Company.	Mileage Subsidized.	Acres granted per Mile.	Total Area granted.
1	{ 48-49 Vic., c. 60 50-51 Vic., c. 22 52 Vic., c. 4... }	Alberta Railway and Coal Co.—Dunmore to Lethbridge.	109.50	6,400	700,800
		Alberta Railway and Coal Co.—Lethbridge to International Boundary.	61.42	6,400	413,569
2	53 Vic., c. 4.....	Calgary and Edmonton Railway Co.—	190.97	6,400	1,222,208
		Calgary to Edmonton and Calgary to Macleod.....	104.10	6,400	666,240
3	{ 47 Vic., c. 25... 53 Vic., c. 4... 62-63 Vic., c. 57 }	Canadian Northern Railway Company ...	818.61	{ 6,400 in Manitoba 12,800 in N.W.T. }	8,580,928
4	44 Vic., c. 1.	Canadian Pacific Railway Co.—Main Line.....			18,206,986
5	{ 53 Vic., c. 4... 54-55 Vic., c. 10 }	C. P. R.—Souris Branch—			
		Glenboro to Souris.....	45.24	6,400	289,536
		Napinka to Deloraine.....	18.01	6,400	115,264
6	57-58 Vic., c. 6. ...	Kemnay to Estevan.....	156.86	6,400	1,003,904
		C. P. R.—Pipestone Extension of Souris Branch—			
7	49 Vic., c. 11.....	Souris to Pipestone Valley.	31.30	6,400	200,320
8	{ 48-49 Vic., c. 60 49 Vic., c. 11... }	Great North-west Central Railway Co....	50.00	6,400	320,000
		Manitoba and North-western Ry Co.—			
9	53 Vic., c. 4. ...	Main line.....	223.09	6,400	1,427,776
		Russell branch.....	11.50	6,400	73,600
10	{ 48-49 Vic., c. 60 54-55 Vic., c. 10 }	Manitoba and South-eastern Ry. Co.....	98.00	6,400	627,200
11	{ 48-49 Vic., c. 60 50-51 Vic., c. 23 }	Manitoba South-western Colonization Ry. Co.....	218.25	6,400	1,396,800
12	57-58 Vic., c. 6...	Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co.....	253.96	6,400	1,625,344
		Saskatchewan and Western Ry. Co....	15.45	6,400	98,880
Total.....			2,409.25		36,969,354

NOTE.—By 62-63 Victoria (Session 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 Métapediac, on the Intercolonial Railway, to Paspebiac, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 320,000 |
|----|---|---------|

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7.	To the Caraquet Railway Company, for 30 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 Kazabazua 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 Caraqueet Railway Company, for the extension of their line of railway from Caraqueet 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 Metapediae eastward towards Paspébiac, 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-town, 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

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.

51.	To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole	\$30,000
52.	To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	92,000
53.	To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000
54.	To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole	10,500
55.	For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	25,600
56.	For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	44,800
57.	To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of	70,000
58.	To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of	320,000
59.	For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of	217,600
60.	To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000
61.	For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	140,800

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

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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

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the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter :—

“If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it.”

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

65.	For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000
66.	For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
67.	To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Frederickton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000
68.	To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
69.	To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	118,400
70.	To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	179,200
71.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
72.	For a railway from a point at or near New Glasgow or St. Lin, to or near Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
73.	For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	108,800
74.	For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
75.	For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000

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76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400
77. For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole.....	361,270
79. For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
81. For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile).....	186,295
83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
84. For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of.....	6,000
85. To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
86. For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
88. For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
90. For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400

91.	For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$19,200
92.	For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
93.	To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole.....	11,900
94.	To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of.....	70,000
95.	To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of.....	15,000

“The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively ; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make ; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister : Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 (*Assented to 23rd June, 1887*).

96.	To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400
97.	To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
98.	To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000

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99.	To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
100.	To the Jogrins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,000
101.	To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400
102.	To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
103.	To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
104.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagersville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
105.	To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
106.	To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
107.	To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	12,800
108.	To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
109.	To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
110.	To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of.....	20,000
111.	For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
112.	To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
113.	To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000

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114.	To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$96,000
115.	To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
116.	To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole..	32,000
117.	To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of.....	217,600
118.	To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
119.	To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les "Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of.....	12,400
120.	To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
121.	To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	17,600
122.	To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	33,600
123.	To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	6,400
124.	To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	44,800

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125.	To the Montreal and Champlain Junction Railway Company, a subsidy of.....	\$ 64,000
126.	To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	28,800
127.	To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	96,000
128.	To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	41,600
129.	To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800
130.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of.....	89,600
131.	For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	64,000
132.	For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed.....	180,000
133.	To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding.....	118,400

“For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be 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*):—

134.	To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 70,400 00
135.	To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	147,200 00
136.	To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600 00
137.	To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	32,000 00
138.	To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole.....	41,100 00
139.	To the Port Arthur, Duluth and Western Railway Company, for 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
140.	To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000 00

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141. To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	\$100,000 00
142. To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of	388,000 00
143. To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for.....	83,612 54
144. To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for	44,252 82
145. To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for	58,334 27
146. To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for	4,335 00
147. To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for	11,964 66
148. To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for	14,665 45

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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
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“ 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 Dééert, 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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159.	To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	\$145,000 00
160.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole..	35,000 00
161.	For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	16,000 00
162.	To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole.....	375,000 00
163.	To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	19,200 00
164.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	96,000 00
165.	To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole.....	30,000 00
166.	To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	32,000 00
167.	For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	163,200 00
168.	To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	3,200 00
169.	To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
170.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00

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171.	To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
172.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
173.	For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000 00
174.	To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
175.	To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400 00
176.	To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
177.	To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
178.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
179.	To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
180.	To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
181.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
182.	To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400 00

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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*):—

186.	To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	\$ 96,000
187.	To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	35,200
188.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole...	600
189.	For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
190.	To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	44,800
191.	To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	166,400
192.	To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
193.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole.....	83,000
194.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
195.	To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
196.	To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000

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197.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 51,200
198.	To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
199.	To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
200.	To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
201.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
202.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
203.	To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
204.	For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205.	To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400
206.	To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

“Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3

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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."

207. For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 240,000
208. To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole.....	50,000
209. To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole.....	3,840
210. For completing the Montreal and Sorel Railway from St. Lambert to Sorel.....	40,000
211. To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	24,000
212. To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	10,200
213. To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed.....	37,500
214. To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
215. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
216. To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
217. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
218. To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
219. To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway,	

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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
220.	To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.....	68,400
221.	For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
222.	To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.....	112,000
223.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
224.	For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
225.	To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
226.	To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
227.	For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	35,200
228.	To the Orford Mountain Railway Company, for thirty-one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200
229.	For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,

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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
232.	To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding.....	5,250 00
233.	To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00
234.	To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	92,784 00
235.	To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	79,700 00
236.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
237.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	46,040 00
238.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole....	89,600 00
239.	To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of.....	179,200 00

“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

“ Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say:—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows: on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

“ Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

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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*):—

241.	To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3.	\$224,000 00
242.	To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole.....	264,000 00
243.	To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
244.	To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600 00
245.	To the 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
246.	To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000 00
247.	To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of.....	15,100 00
248.	To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole.....	35,480 00
249.	To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	60,800 00

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250.	For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400 00
251.	To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole.....	80,000 00
252.	To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake	80,000 00
253.	To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
254.	To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
255.	To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	21,600 00
256.	To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600 00
257.	For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
258.	To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800 00
259.	To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
260.	For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400 00
261.	For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	25,600 00
262.	For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600 00

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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.

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266.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . .	\$64,000 00
267.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole.	96,800 00
268.	To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	40,000 00
269.	To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.	44,000 00
	Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway.	
270.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$96,000 00
271.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	51,200 00
272.	For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	240,000 00
273.	To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole.	64,000 00
274.	To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	48,000 00

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275.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000 00
276.	To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
277.	To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400 00
278.	To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	112,000 00
279.	To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole.....	21,600 00
280.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
281.	To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200 00
282.	To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole.....	63,000 00
283.	To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200 00
284.	To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600 00
285.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
286.	To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on	

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	the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 80,000 00
287.	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	160,000 00
288.	To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	172,400 00
289.	For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	38,400 00
290.	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	57,600 00
291.	To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole	114,125 00
292.	To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole	14,720 00
293.	To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	25,024 00

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated

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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*):—

- | | |
|---|--------------|
| 296. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 64,000 00 |
| 297. To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 00 |
| 298. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 00 |
| 299. To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between | |

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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
300.	To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole.....	81,040 00
301.	To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	145,000 00
302.	To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole.....	3,500 00
303.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200 00
304.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..	30,400 00
305.	To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	89,248 00
306.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
307.	To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole.....	4,500 00
308.	To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole.....	25,600 00
309.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific	

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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
310.	To the Montfort Colonization Railway Company, for twenty-one miles of their three-foot gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	67,200 00
311.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	96,000 00
312.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.	97,600 00
313.	To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of.	20,000 00
314.	To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	22,400 00

"All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed

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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*):—

315.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway, from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 48,000
316.	To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892; the whole not exceeding	86,800
317.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	51,200
318.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of 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
319.	To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	108,800
320.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding \$3,200 per mile; the whole not exceeding	118,400
321	Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of	288,000

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322. To the Philipsburg Junction Railway and Quarry Company, for $\frac{67}{100}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 2,912
323. To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	23,600
324. To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed \$15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of \$1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding.....	274,940
325. For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600
326. For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
327. For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
328. For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
329. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole.....	41,100

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330.	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
331.	To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	73,172
332.	To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole.	4,046
333.	For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	19,200
334.	For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	16,000
335.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding \$3,200 per mile nor exceeding in the whole.	83,200
336.	For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding	300,000
337.	To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.	217,000
338.	To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	48,000
339.	To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	96,000

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340. For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 160,000
341. To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
342. To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
343. To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
344. To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400
345. To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
346. To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
347. To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding \$3,200 per mile; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	44,800
348. To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	73,600
349. To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
350. To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding \$3,200 per mile; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	32,000
351. For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
352. To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000

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353.	To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 48,000
354.	To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	48,000
355.	Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole.	50,000
356.	To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding \$3,200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; the whole not exceeding	113,600
357.	For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	80,000
358.	To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	320,000
359.	For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	108,800
360.	For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	67,200
361.	To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	89,600
362.	To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	121,600
363.	To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
364.	To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnysbrae to Kerrogare, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	16,000 00
365.	To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	112,000 00
366.	To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	96,000 00

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367.	For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 64,000 00
368.	For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000 00
369.	For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	9,600 00
370.	To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding.	3,200 00
371.	To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	96,000 00
372.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	102,400 00
373.	To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	38,400 00
374.	For a railway from a point on the Caraquet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the

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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 60-61, chapter 4, 1897 (*Assented to 29th June, 1897*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and includes the amount expended upon any bridge up to and not exceeding twenty-five thousand dollars, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 375.** To the Ottawa and New York Railway Company, for $53\frac{87}{100}$ miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by chapter 5 of the statutes of 1892;
- 376.** To the Kingston, Smith's Falls and Ottawa Railway Company, for 101 miles of their railway from Kingston, or a junction with the Grand Trunk Railway at Rideau or some other point near Kingston, to Ottawa, in lieu of the subsidy granted by chapter 5 of 1892;
- 377.** For a railway from a point on the Canadian Pacific Railway, at or near either Welsford or Westfield, or between the said two points, to Gagetown, in the county of Queen's, New Brunswick, not exceeding 30 miles, in lieu of the subsidy granted by chapter 2 of 1890;
- 378.** To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by chapter 5 of 1892;
- 379.** To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of the 62nd mile subsidized towards Désert, in lieu of the subsidies granted by chapter 4 of 1894;
- 380.** To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite;
- 381.** To the St. Gabriel de Brandon and Ste. Emélie de l'Energie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Energie, and 5 miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 382.** To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, county of Queen's, in lieu of the subsidy granted by chapter 4 of 1894;

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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 $3\frac{5}{100}$ miles of their railway from the present terminus, through Tilsonburg to the Michigan Central Railway, in the province of Ontario.
- 388.** To the Ottawa, Arnprior and Parry Sound Railway Company, for 52 miles of their railway, from the crossing of the Northern Pacific Junction Railway to 55 miles west of Barry's Bay, and also for 4 miles of their railway across Parry Island ;
- 389.** To the Pembroke Southern Railway Company, for 20 miles of their railway from Pembroke to Golden Lake, in the province of Ontario ;
- 390.** To the Ontario and Rainy River Railway Company, for 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy Lake, in the province of Ontario ;
- 391.** To the Strathroy and Western Counties Railway Company, for 7 miles of their railway, commencing at a point at or near Caradoc Station on the Canadian Pacific Railway and extending to the town of Strathroy ;
- 392.** To the Phillipsburg Railway and Quarry Company, for $\frac{6}{100}$ mile of their railway from the end of the subsidized section to the government wharf at Phillipsburg ;
- 393.** To the United Counties Railway Company, for 1 mile of their railway from Johnson to St. Grégoire Station, in the province of Quebec ;
- 394.** To the St. Lawrence and Adirondack Railway Company, for $13\frac{1}{2}$ 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 $1\frac{4}{100}$ mile of their railway from Milltown to St. Stephen, in the province of New Brunswick ;
- 399.** For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles ;
- 400.** For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 401.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 402.** For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles ;
- 403.** To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia ;
- 404.** For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles ;

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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, 33 $\frac{1}{3}$ 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;

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- 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 $\frac{66}{100}$ 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 :—

466. 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
467. 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
468. 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
469. 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
470. Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding...	50,000 00
471. Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding....	15,000 00
472. 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
473. 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
474. 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
475. Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding.....	15,000 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 per mile, 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 ϵ 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 Oureau 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.

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- 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 Carleton 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.

By the Act 3rd Edward VII., chap. 57 (assented to 24th October, 1903.)

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:—

544. To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from the present terminus at Ingersoll to Woodstock, not exceeding 9 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1899.

545. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for a line of railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chapter 7 of 1899.

546. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, not exceeding 51 miles, in lieu of the subsidy granted by item 6 of section 2 of chapter 7, 1901.

547. To the Central Ontario Railway, for a further extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of the subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.

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- 548.** To the Strathroy and Western Counties Railway Company, for a line of railway from a point at Lambeth to Strathroy, via the villages of Delaware, Mount Brydges and Caradoc Station on the Canadian Pacific Railway, and from Strathroy northerly to Forest, Thedford or Parkhill, not exceeding in all 31 miles, in lieu of subsidies granted by item 4 of section 2 of chapter 7, 1899, and item 2 of section 2 of chapter 8 of 1900, respectively.
- 549.** To the Montfort and Gatineau Colonization Railway Company, to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, in lieu of the subsidy granted by item 31 of section 2 of chapter 8 of 1900.
- 550.** For a line of railway from Jonquières to La Baie des Ha Ha, not exceeding 20 miles, in lieu of the subsidy of 12 miles granted by item 21 of section 2 of chapter 7 of 1899.
- 551.** For a line of railway from Lime Ridge northerly through the county of Wolfe in the county of Megantic, not exceeding 50 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 552.** For a line of railway from Joliette to or near Lake Manuan, a distance not exceeding 60 miles, being a revote and in lieu of subsidies granted by chapter 4 of 1897 and chapter 8 of 1900.
- 553.** For a line of railway from St. Eustache to St. Placide in the county of Two Mountains, not to exceed 18 miles; from St. Eustache to Sault au Recollet, 12 miles; and from St. Placide to St. Andrews, 8 miles—not exceeding in all 38 miles; being a revote of subsidies granted by chapter 24 of 1887 and chapter 5 of 1892, respectively.
- 554.** For a line of railway from Roberval westward towards James Bay, not exceeding 60 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 7 of 1901.
- 556.** For a line of railway from Yamaska to Lotbinière, a distance not exceeding 70 miles, in lieu of the subsidy granted by item 27 of section 2 of chapter 7 of 1899.
- 557.** To the Ottawa, Northern and Western Railway Company, for that portion of its line from a point at the east end of the Hull station yard of the Canadian Pacific Railway to a point of junction with the Interprovincial Bridge approach in the city of Hull, not exceeding one mile; and for a line of railway to the boundary line of the city of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding one-quarter of a mile; in lieu of any balance of mileage subsidized by items 12 and 39 respectively of section 2 of chapter 7 of 1899.
- 558.** To the International Railway Company of New Brunswick (formerly the Restigouche and Western Railway Company), for a line of railway from the western end of the ten miles of its railway, as already constructed from Campbellton towards a point on the St. John River between Grand Falls and Edmundston, not exceeding 67 miles, being a revote, and in lieu of subsidies granted by chapter 4 of 1897, item 42 of section 2 of chapter 7 of 1899, and item 22 of section 2 of chapter 8 of 1900.
- 559.** For a line of railway from Woodstock to the International Boundary, not exceeding 26 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 560.** To the St. John Valley Railway Company, for a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, not exceeding 30 miles, being a revote of the subsidy granted by chapter 4 of 1897.
- 561.** To the Shediac and Coast Railway Company, for a line of railway from Shediac to Shemogue and towards Cape Tormentine, in Westmoreland County, not exceeding 38 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 8 of 1900.

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- 562.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from Mabou Coal Mines to a point at or near Glendyer, thence to Orangedale on the Intercolonial Railway, not exceeding 34 miles, a revote of the subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.
- 563.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from New Glasgow to Cross Roads, Country Harbour, thence to the town of Guysborough, and thence to the Strait of Canso; with a branch from Cross Roads, Country Harbour, aforesaid, down the Country Harbour River to the Deep Waters thereof, not exceeding 116 miles; in lieu of subsidies for 40 and 80 miles granted by items 4 and 1, respectively, of section 2 of chapter 7 of 1901.
- 564.** For a line of railway from Debert Station on the Intercolonial Railway to Debert Coal Mine, not exceeding $4\frac{1}{2}$ miles, in lieu of the subsidy granted by item 29 of section 2 of chapter 8 of 1900.
- 565.** For a line of railway from a point on the Joggins Railway near River Hebert Railway Bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894.
- 566.** To the Middleton and Victoria Beach Railway Company, Limited, for a line of railway from Victoria Beach to Middleton, not exceeding 41 miles, in lieu of subsidies granted by item 28 of section 2 of chapter 8 of 1900, and by item 21 of section 2 of chapter 7 of 1901.
- 567.** To the Halifax and South-western Railway Company, for the following lines of railway:—
- (a.) A line of railway from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, not exceeding 68 miles.
 - (b.) A line of railway from a point on the Central Railway at or near Bridgewater towards Barrington Passage, not exceeding 77 miles.
 - (c.) A line of railway from a point at or near New Germany on the Central Railway to a point at or near Caledonia, not exceeding 22 miles.
 - (d.) A line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles.
- The subsidies to the said lines of railway being granted in lieu of subsidies granted by items 17, 18, 35 and 36 of section 2 of chapter 7, 1899 by items 26 and 40 of section 2 of chapter 8 of 1900, and items 5 and 23 of section 2 of chapter 7 of 1901, respectively.
- 568.** To the Inverness Railway and Coal Company, formerly the Inverness and Richmond Railway Company, Limited, for 8 miles of railway between Point Tupper and Broad Cove; and for a line of railway not exceeding 37 miles, from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chapter 4 of 1897.
- 569.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government pier on the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by item 19 of section 2 of chapter 7 of 1901.
- 570.** To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola Lake, not exceeding 45 miles, being a revote of subsidies granted by chapter 5 of 1892 and chapter 4 of 1894.
- 571.** For a line of railway from Winnipeg Beach or Teulon to a point on Icelandic River, by way of Gimli, not exceeding 35 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1901.

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- 572.** To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles, in lieu of the subsidy granted by item 41 of section 2 of chapter 7 of 1899.
- 573.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton to Woodstock, not exceeding 59 miles, in lieu of the subsidy granted by item 5 of section 2 of chapter 7 of 1899.
- 574.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles, in lieu of the subsidy granted by item 22 of section 2 of chapter 7 of 1899.
- 575.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, not exceeding 35 miles, being in addition to and continuation of the 9 miles mentioned in item 1 of this section (544).
- 576.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the present terminus of its railway, near Baptiste, easterly to a point at or near Renfrew, not exceeding 75 miles.
- 577.** To the Nepigon Railway Company, for a line of railway from Lake Superior to Lake Nepigon, and from a point on the north shore of Lake Nepigon northerly, not exceeding 80 miles.
- 578.** To the Manitoulin and North Shore Railway Company, for a line of railway from Little Current on its present line, to Sudbury, and thence towards the main line of the Canadian Pacific Railway Company, not exceeding 30 miles, in lieu of the subsidy for 21 miles granted by item 38 of section 2 of chapter 7 of 1899.
- 579.** To the Thunder Bay, Nepigon and St. Joe Railway Company, for a line of railway from Port Arthur north-easterly, not exceeding 50 miles.
- 580.** To the Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls in a north-westerly direction to a point on the westerly shore of Lake Timagami in the district of Nipissing, not exceeding 50 miles.
- 581.** To the Bay of Quinté Railway Company, for further extension of its line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction, via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings County, not exceeding 20 miles in all.
- 582.** To the Bruce Mines and Algoma Railway Company, for 21 miles from the end of its line, as subsidized by chapter 7 of 1901, northward, not exceeding 21 miles.
- 583.** To the James Bay Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles, respectively, from Parry Sound towards James Bay.
- 584.** To the Quebec and Lake St. John Railway Company, for one mile of railway from Roberval to the Government wharf at Lake St. John.
- 585.** To the Montfort and Gatineau Colonization Railway Company, for the extension of its line of railway from Morin Flats to St. Jerome, to connect with the Great Northern Railway, not exceeding 22 miles.
- 586.** To the Interprovincial and James Bay Railway Company, for a line of railway from Lake Timiskaming at the present terminus of the Canadian Pacific Railway line, in a northerly direction, not to exceed 50 miles.
- 587.** For a line of railway from Waltham Station to Ferguson Point, in the county of Pontiac, not exceeding 20 miles.
- 588.** For a line of railway from Lake Nomingue to Le Lièvre, not exceeding 35 miles.

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- 589.** For a line of railway in extension of the line from Lime Ridge into the county of Megantic to the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles.
- 590.** To the Quebec Central Railway Company, for an extension of its line of railway from St. François to St. George, not exceeding 9 miles; also for a railway from Scott Junction to the Quebec bridge, not exceeding 22 miles.
- 591.** For a line of railway from the station of Lac Bouchette on the Quebec and Lake St. John Railway to St. André, not exceeding 13 miles.
- 592.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, not exceeding 200 miles.
- 593.** For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.
- 594.** To the Orford Mountain Railway Company, for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton, east part, and the township of Potton, 12 miles—not exceeding in the whole 27 miles.
- 595.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapsca on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles.
- 596.** For a line of railway, in addition to and in extension of the line mentioned in item 11 (554) of this section, from Roberval towards James Bay, not exceeding 40 miles.
- 597.** For a branch line from a point near the bridge at Trois Pistoles River on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, on the Trois Pistoles River, not exceeding $2\frac{1}{2}$ miles.
- 598.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.
- 599.** To the Chateauguay and Northern Railway Company, for a line of railway from a point on its main line at or near L'Épiphanie, passing by way of the parish of St. Jacques de l'Achigan to the village of Rawdon, not exceeding 16 miles.
- 600.** For a line of railway from the line of the Montreal and Atlantic Railway Company at St. Guillaume to the River Yamaska to join with the South Shore Railway, a distance not exceeding 12 miles.
- 601.** For a line of railway from La Tuque on the St. Maurice River to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.
- 602.** To the Montreal Northern Railway Company, for a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.
- 603.** To the International Railway Company of New Brunswick, for a line of railway, in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John River between Grand Falls and Edmundston, not exceeding 33 miles.
- 604.** To the Beersville Coal and Railway Company, for a line of railway from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.

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- 605.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, not exceeding 5 miles.
- 606.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from a point on the Intercolonial Railway at or near Mine Road Station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 (562) of this section.
- 607.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 (563) of this section, not exceeding 120 miles.
- 608.** To the Midland Railway Company, Limited, for a line of railway from Truro northerly towards Brule, not exceeding 34 miles.
- 609.** For a line of railway from St. Peters to Louisburg, not exceeding 50 miles.
- 610.** To the Koetenay Central Railway Company, for a line of railway from Golden to the International Boundary Line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.
- 611.** To the Kettle River Valley Railway Company, for a line of railway from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.
- 612.** For a line of railway from Wellington to Union Bay, not exceeding 55 miles.
- 613.** For a line of railway from Midway to Vernon, not exceeding 150 miles.
- 614.** To the St. Mary's River Railway Company, for a line of railway from Spring Coulee, crossing St. Mary's River to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.
- 615.** For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, not exceeding 84 miles.
- 616.** To the Canadian Pacific Railway Company, for a branch line from a point on the main line between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.
- 617.** For a line of railway from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of the fourth principal meridian, not exceeding 8 miles.
- 618.** To the Great Northern Railway of Canada, for a line of railway from Garneau Junction to the Quebec bridge, not exceeding 70 miles.
- 619.** To the Halifax and South-western Railway Company, for a line of railway to Barrington Passage, in addition to and in continuation of the 77 miles mentioned in paragraph (b) of item 23 (567) of this section, not exceeding 35 miles.
- 620.** To the Lake Superior, Long Lake and Albany Railway Company, for a line of railway from Peninsula Harbour in a northerly direction, not exceeding 10 miles.
- 621.** To the Cumberland Railway and Coal Company, for a line of railway from Parrsboro' Station to Riverside Wharf, not exceeding 1 mile.
- 622.** To the Indian River Railway Company, for a line of railway from a point at or near the north end of Lake Megantic, thence southerly along the said lake to a point on the International Boundary, not exceeding 19 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say:—

1. Towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the grant under item 39 of section 2 of chapter 8 of 1900, \$15,000.

2. Towards the construction of the steel superstructure of a railway bridge on the St. Francis River, in the county of Yamaska, in lieu of the grant under item 38 of section 2 of chapter 8 of 1900, but subject to the same conditions as expressed therein, payable to the Canadian Bridge Company of Walkerville, as their claim may appear for work already done on the said bridge, \$50,000.

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3. To the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis River subsidized in favour of the South Shore Railway Company by section 3 of chapter 7 of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the Treasury out of subsidies earned or to be earned, \$35,000.

4. To the Cateauguay and Northern Railway Company, in addition to the subsidy for the Bout de l'Île bridge granted by item 33 of section 2 of chapter 8 of 1900, \$50,000.

4. The subsidies hereby authorized 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 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 the progress estimates on the certificate of the Chief Engineer of the Department 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 thirty thousand dollars; or

(d.) with respect to (b) and (c), part one way, part the other.

5. 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 and bridges respectively; all the lines and bridges 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, 1903, 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 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. The location also of such subsidized lines and bridges 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 the railways and bridges 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 and bridges hereby subsidized.

7. 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

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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 the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce an 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 or bridge, the cost of operating it, and the earnings thereof.

9. 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 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 thereof.'

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 Elmonton, 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.

* The land grant subsidy to the Brandon and South-western, the Lac Seul and North-western Coal and Navigation railways has lapsed.

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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.

*The land grant subsidy to the Brandon and South-western Railway Company has lapsed.

PART IV

MISCELLANEOUS STATEMENTS

3-4 EDWARD VII. A. 1904

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.
14712	Oct. 15, 1902.	Algoma Central and Hudson Bay Ry. Co.	From Sault Ste. Marie to a point on C. P. Ry. at or near White River, Algoma District.	1 Edw. VII, c. 7.	Oct. 7, 1902.
14806	Dec. 30, 1902.	Bay of Quinté Ry. Co.	For railway connecting Deseronto lines with Tweed lines of Co.	62-3 Vic., c. 7, 63-4 Vic., c. 8.	Oct. 3, 1901. Aug. 25, 1902 Dec. 22, 1902
14814	" 31, 1902.	" "	Extension of line at Tweed, north.	62-3 Vic., c. 7.	Aug. 30, 1902. Nov. 7, 1902 Dec. 22, 1902
14815	" 31, 1902.	" "	Extension from point at or near Richmond Boundary Road near Deseronto, Ont.	62-3 Vic., c. 7.	Aug. 30, 1902. Dec. 22, 1902
14828	" 30, 1902.	Bracebridge & Trading Lake Ry. Co.	From Bracebridge, in Muskoka, to a point near Baysville, Ont.	63-4 Vic., c. 8.	Oct. 31, 1902
14556	July 8, 1902.	La Compagnie de chemins de fer de Colonisation du Nord.	From Lavelle, Que., to Nominingué.	62-3 Vic., c. 7.	June 12, 1902.
14680	Aug. 28, 1902	Canadian Pacific Ry. Co.	From Dymont, on C. P. Ry., to New Klondyke Mining District, Ont.	63-4 Vic., c. 8.	Feb. 1, 1901. April 4, 1901 June 4, 1902
14881	Mar. 1, 1903.	Halifax & Yarmouth Ry. Co.	From Pubnico to Port Clyde or Clyde River, N.S.	1 Edw. VII, c. 7.	Feb. 3, 1903.
14650	July 30, 1902.	Montfort & Gatineau Colonization Ry. Co.	From Arundel to a point in Townships of Preston and Hartwell, Que.	63-4 Vic., c. 8.	July 16, 1902.
*14690	May 15, 1902.	Manitoulin & North Shore Ry. Co.	From Victoria Mines to Sudbury, &c.	63-4 Vic., c. 8, 1 Edw. VII, c. 7.	April 28, 1902.
14885	Mar. 19, 1903.	Magametawan River Ry. Co.	From a point on G. T. Ry. at or near Burk's Falls, Ont., to Magametawan River.	1 Edw. VII, c. 7.	Jan. 23, 1903. Mar. 11, 1903
14853	Feb. 19, 1903.	Nova Scotia Eastern Ry. Co.	From New Glasgow to Country Harbour and to Guysboro', etc.	1 Edw. VII, c. 7.	Feb. 13, 1903.
*14964	June 30, 1902.	New Brunswick Coal and Ry. Co.	From Chipman Station, N.B., to Gibson.	1 Edw. VII, c. 7.	Nov. 30, 1901. June 5, 1902 April 30, 1903
14670	Aug. 25, 1902.	Quebec and New Brunswick Ry. Co.	Extension of St. Francis Branch of Temisconata Ry. to mouth of St. Francis River.	1 Edw. VII, c. 7.	Aug. 13, 1902.
14652	July 30, 1902.	Schomberg & Aurora Ry. Co.	Extension from its easterly terminus to point at or near Bond's Lake, Ont.	63-4 Vic., c. 8.	April 26, 1902
14825	Jan. 19, 1903.	Trans-Canada Ry. Co.	From Roberval, Que., westward towards James Bay.	1 Edw. VII, c. 7.	Feb. 8, 1902

* Too late for last year's report.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 24, 1903.

SESSIONAL PAPER No. 20

1.

entered into during the Fiscal Year ended June 30, 1903.

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 Lined Yard.	Date for Completion.
Per Mile.	Not exceeding.								
\$	\$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400 p. mile.	135	80	478	50	20	15	56	Oct. 1, 1904.
3,200		10	52.80	955	50	20	15	56	Dec. 31, 1903.
3,200	6,400 "	5	28.5	450	50	20	15	56	Dec. 1, 1903.
3,200	6,400 "	2	46	1,146	50	20	15	56	Dec. 31, 1903.
3,200	6,400 "	15	106	716	50	20	15	56	Dec. 1, 1903.
3,200	6,400 "	22	52.80	573	50	20	15	56	Dec. 31, 1903.
3,200	6,400 "	7	116	573	33, 50	14	12	56	July 1, 1901.
3,200	6,400 "	31	80	716	50	20	15	56	Jan. 1, 1904.
3,200	6,400 "	20	132	537	50	20	15	56	Aug. 1, 1904.
3,200	6,400 "	64	79	478 105,6	50	20	15	56	Dec. 1, 1903.
3,200	6,400 "	2	116.16	636	50	20	15	56	July 1, 1903.
3,200	6,400 "	120	52.80	955	50	20	15	56	July 31, 1905.
3,200	6,400 "	45	66	955 764 574	50	20	15	56	Nov. 1, 1903.
3,200	6,400 "	3	58	955	50	20	15	56	Aug. 31, 1903.
3,200	6,400 "	4	88	1,146	50	20	15	56	Oct. 1, 1903.
3,200	6,400 "	60	52.80	818	50	20	15	56	Dec. 1, 1903.

GERARD RUEL,
Law Clerk.

No. 2.

CONTRACTS entered into during the Fiscal Year ended June 30, 1903.

1. INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	General Description.
14678	Aug. 15	J. M. Clarke & Co	Erect station at Georgetown, and build additions to Morell and Mount Stewart stations.
14681	" 28	William Currie Co.	Erect station at Eel River, N.B.
14687	" 28	Alexis Belanger	Remodel station at St. Phillippe de Néri, Que.
14688	" 28	John A. Wheaton	Remove part of rock forming hill known as Gilbert's Island, St. John, N.B.
14689	" 28	Auguste Lavoie	Erect dwelling and station at St. Anaclet, Que.
14694	" 23	Dussault & Lemieux	Repair part of Princess Pier at Pt. Lévis, Que.
*14701	July 20 1902.	Town of Truro	Supply water at Truro, N.S.
14732	Nov. 8	Purcell & Fallon	Construct branch line of railway from Rivière Ouelle station to St. Denis wharf.
14739	Oct. 24	H. Copp & Co	Erect stations at Boundary Creek and Pollet River, N.B.
14740	Sept. 9	Rhodes, Curry & Co	Supply 2,500 33-inch car wheels.
14741	Oct. 21	Theo. M. Leblanc	Erect addition to blacksmith shop at Moncton, N.B.
*14742	May 8	Rathbun Co.	Deliver 200 platform cars.
14746	Nov. 24	MacKay & Livingston	Extend cribwork wharf at North Sydney, N.S.
14760	Sept. 9	Jno. McDougall & Co.	Supply 2,000 33-inch car wheels.
*14762	June 18	A. Belanger	Remodel station at Old Lake Road.
14795	Dec. 6	Dominion Bridge Co.	Erect superstructure of S. W. Miramichi bridge.
*14802	Aug. 1 1902.	Chas. Cammell & Co., Ltd.	Supply 5,000 tons of steel rails. (Cancels No. 14,215 of June 24, 1901.)
14808	Dec. 17	Dominion Bridge Co.	Deliver 2 turntables.
14809	" 27	Charles Forbes	Erect station, &c., at Milford, N.S.
14810	" 30	Stephen Veniot	Painting between Truro and Pictou Landing, &c.
14811	" 30	Joseph Gosselin	Construct double windows for Lévis station.
14812	" 20	Dominion Bridge Co.	Erect bridges at Lydia Brook, Scott's Public Crossing, &c.
14813	" 30	McDonald & Simms	" baggage building at Sydney, N.S.
14818	" 13	Nathan E. Montgomery	" passenger station at Nicolet, Que.
14823	Jan. 7	Rathbun Co.	Deliver 70 box cars.
14824	" 7	"	" 21 stock cars.
14827	" 19	Hamilton Bridge Works Co.	Erect bridges at Pomquet, Pollet River, &c.
14837	" 21	Dominion Bridge Co.	" " Drummondville, Que., &c.
14838	" 24	Auguste Lavoie	" dwelling for station master at Trois Pistoles, Que.
14839	" 27	D. W. B. Reid	" abutments and pile foundations for railway bridge on west branch of Pomquet River.
14840	" 24	Flood & Bates	" engine house and machine shop at St. John, N.B.
14841	" 21	Rhodes, Curry & Co.	Deliver 300 box cars.
14851	" 28	J. B. McMannus	Erect cribwork protection walls between Bedford and Rockingham, N.S.
14855	" 27	Amos S. Govang	Erect extension to car shop at Moncton, N.B.
14856	Feb. 5	Hugh McDonald	" cribwork protection walls between McKinnon's Harbour and Sydney, C.B.
14859	" 9	Joseph Gosselin	Erect engine house at Chaudière Junction.
14864	Mar. 3	Joseph Treen	" station, &c., at Metapedia, Que.
14866	" 1	Rhodes, Curry & Co.	Deliver 9 auxilliary cars.
14867	Feb. 3	R. P. P. Fraser	Excavate materials for freight yard and new main line at Pt. Tupper, C.B.

*Too late for last year's report.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended June 30, 1903—*Continued.*1.—INTERCOLONIAL RAILWAY—*Concluded.*

No. of Contract.	Date of Signature.	Contractors.	General Description.
	1903.		
14870	Mar. 1	Jos. A. Likely	Deliver Southern hard pitch pine.
14875	" 9	Rhodes, Curry & Co	" 70 box cars.
14884	" 18	"	" 8 refrigerator cars.
14887	" 16	T. M. Leblanc	" coal handling plant at Moncton, N.B.
14924	May 5	Canadian Bridge Co.	Restigouche River bridge.
14937	" 6	A. G. Kidston & Co.	Deliver 25,000 tons steel rails.
14951	" 22	Willard Kitchen	Erect freight shed, &c., at Elmsdale, N.S.
14952	" 22	"	" station, &c., at Brown's Point, N.S.
14959	" 23	J. B. McManus	" freight shed at Sydney, N.S.
14960	" 28	Robb Engineering Co.	Deliver steel smoke stack at North Street, Halifax, N.S.
15006	June 16	Crepeault & Bernier	Improvements at St. Charles Junction.

2.—PRINCE EDWARD ISLAND RAILWAY.

	1903.		
14882	Mar. 17	Willard Kitchen	Construct wharf at Murray Harbour, P.E.I.
14953	May 18	Dominion Bridge Co.	Deliver steel swing span, and steel work for floor and sidewalks, Hillsborough Bridge.

3.—CHAMBLY CANAL.

	1902.		
14791	Dec. 10	Joseph Cote	Construct stone walls around head of Ste. Thérèse Island

4.—CORNWALL CANAL.

	1903.		
14922	April 25	M. P. Davis	Mechanism for operating lock gates, valves and work shops of canal.

5.—LACHINE CANAL.

	1902.		
14733	Oct. 29	Coulson, Quinlan & Robertson ..	Rebuild portions of and extend locks Nos. 1 and 2 at Montreal.
14737	" 25	Dominion Bridge Co.	Erect swing bridge near head of lock No. 2.
	1903.		
14893	Mar. 30	O. L. Henault	Construct concrete retaining wall in waste weir tailrace at Côte St. Paul.
14923	April 18	Thos. Robertson & Co., Ltd	Deliver boiler tubes and fittings for new tug.
14954	May 23	Ahearn & Soper, Ltd	" electric cables.
14989	Mar. 30	R. E. T. Pringle Co., Ltd.	" " plant for canal.
15005	June 2	Dominion Bridge Co., Ltd.	Erect bridge over tail race of waste weir No. 2 on Mill Street, Montreal.
15009	" 5	Loftus & Company	Cover roofs of flour sheds Nos. 2 and 3.

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CONTRACTS entered into during the Fiscal Year ended June 30, 1903—*Concluded.*

6.—RIDEAU CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description.
	1902.		
14661	July 31	Dominion Bridge Co., Ltd.	Erect bridges at Brass Point and Beckett's Landing.
14675	Aug. 27	Hamilton Bridge Works Co., Ltd.	" bridge at Kingston Mills Lock Station.
14676	" 27	Bellhouse, Dillon & Co.	Deliver 900 brls. cement.
*14700	April 12	M. Ryan.	" timber for 1902-03.
	1903.		
14961	June 1	"	" " 1903-04.

7.—TRENT CANAL.

	1902.		
14651	July 29	Canadian Portland Cement Co., Ltd.	Deliver 14,000 brls. cement.
	1903.		
14955	May 4	" "	" 10,000 "
14956	April 22	Lakefield Portland Cement Co., Ltd.	" 6,000 "
15003	May 29	D. Conroy	Sodding in connection with lift lock No. 1, Peterborough, Ont.

8.—WELLAND CANAL.

	1902.		
14716	Oct. 17	Hamilton Bridge Works Co., Ltd.	Erect bridges at the "Junction," near Welland, and at "Stone Bridge" in Humberstone.
14735	Nov. 8	Joseph Battle	Construct substructure of swing bridge at the "Junction."
14736	" 8	" "	" " " " "Stone Bridge."
	1903.		
14817	Jan. 7	Magann & Phin	Removal of centre pier work at Junction Bridge.
14821	" 9	Hogan & MacDonell.	" " " " Stone Bridge.
14858	" 24	Mason, Gordon & Co.	Supply timber.
14860	" 28	Cunningham & Cuthbert	" iron castings, &c.
14926	May 6	McCleary & McLean.	" timber, lumber, &c.
14964	" 22	Joseph Battle	" 1,500 cedar poles.
15035	June 27	The Lincoln Electric Light & Power Co., Ltd.	" electric current for needs of canal, &c.

*Too late for last year's report.

GERARD RUEL,
*Law Clerk.*DEPARTMENT OF RAILWAYS AND CANALS,
August 24, 1903.

WATER POWER AND OTHER PUBLIC PROPERTY LEASED BY THE
DEPARTMENT OF RAILWAYS AND CANALS

3-4 EDWARD VII., A. 1904

No.

WATER POWER and other Public Property leased by the Department

1.—INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
1902.			
14743	Nov. 15.	Town of Amherst	Privilege to lay sewer pipes across railway lands at Amherst, N.S.
14753	" 28.	Strathcona Coal Co., Ltd.	Land at Shediac, N.B.
1903.			
14861	Feb. 10.	J. H. Langis.....	Land at Ste. Luce, Que
14863	" 6.	R. Dand.....	Land at New Glasgow, N.S.
14869	" 1.	Rev. G. Howeroft.....	Land at Mulgrave, N.S.
14900	Jan. 30.	Imperial Oil Co., Ltd.	Land at Shediac, N.B.
14901	" 30.	" "	Land at Montmagny, Que
14904	April 8.	M. Pelrine.....	Land at Harbour au Bouche, N.S.
14907	" 9.	A. Gallant.....	Land at Millstream, Que.
14962	May 27.	Imperial Oil Co., Ltd.	Land at Campbellton, N.B.
14970	" 12.	Canada Railway News Co.	Privilege to sell newspapers, books, &c., on all passenger trains.
14987	April 17.	Mary E. McManus to His Majesty.	Premises Nos. 131 and 133 on east side of Hollis St., Halifax, N.S.

2.—BEAUHARNOIS

1902.			
14703	Sept. 25.	School Commissioners of Parish of St. Stanislas de Kotska.	Lot No. 12 and parts of lots Nos. 1 & 2, in Parish of St. Stanislas de Kotska.
14731	Nov. 7.	Z. Grenier	House at lock No. 7
1903.			
14891	Mar. 30.	Theo. Groulx.....	" 9.....
14896	" 30.	O. Gendron	House above lock No. 10
14897	" 30.	N. Poirier	House between locks 6 and 7.....
14898	" 30.	Alp. Daoust.....	Half of house 200 ft. below lock No. 11.....
14899	" 30.	Wm. Doucet.....	Half of house between locks 9 and 10.....
14906	" 30.	P. Hogue	Half of house below lock No. 11.....
14986	June 6.	Montreal Cotton Co	Privilege to erect a coal unloading plant on government dam at Valleyfield.

3.—CARILLON

1903.			
14966	May 15.	Wm. Brierton.....	Pt. Cad. lot No. 142, in 1st range of Township of Chatham, County of Argenteuil.

4.—CHAMBLY

1903.			
14969	May 4.	Montreal Light, Heat & Power Co.	Land above lock No. 3

SESSIONAL PAPER No. 20

3.

of Railways and Canals during the Fiscal Year ended June 30, 1903.

RAILWAY.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each year.	First Instalment due.
				\$ cts.		
		During pleasure....	Sept. 1, 1902	1 00	Sept. 1....	Sept. 1, '02
560 sq. ft.....		"	Oct. 1, 1902	1 00	June 30 ...	June 30, '02
1,260 sq. ft.....		"	Feb. 1, 1903	5 00	" 30....	Feb. 1, '03
1.06 acre		"	July 1, 1902	5 00	" 30....	" 6, '03
0.03 "		"	Jan. 1, 1903	1 00	" 30....	" 1, '03
800 sq. ft.....		"	Oct. 1, 1902	5 00	" 30....	Jan. 30, '03
1,000 sq. ft.....		"	" 1, 1902	5 00	" 30....	" 30, '03
80 sq. ft.....		"	Dec. 1, 1902	1 00	" 30....	Dec. 1, '02
3,750 sq. ft.....		"	" 1, 1902	1 00	" 30....	" 1, '02
1,000 "		"	Aug. 1, 1902	5 00	" 30....	May 27, '03
		3 years.....	May 1, 1903	6,000 00	Monthly....	
		5 "	" 1, 1903	1,600 00	Quarterly...	

CANAL.

25,185 sq. ft.....		During pleasure....	Sept. 1, 1902	1 00	Sept. 1....	Sept. 1, '02
		"	Nov. 1, 1902	1 00	Per month..	
		"	Feb. 1, 1903	2 00	"	
		"	Jan. 1, 1903	2 00	"	
		"	" 1, 1903	1 00	"	
		"	" 1, 1903	1 50	"	
		"	" 1, 1903	2 00	"	
		"	" 1, 1903	1 50	"	
		"	June 1, 1903.	10 00	June 1 ...	June 1, '03

CANAL.

121,975 sq. ft.....		During pleasure ...	May 1, 1903	5 00	May 1 ..	May 1, '03
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CANAL.

37,350 sq. ft.....		During pleasure	May 1, 1903	150 00	May 1....	May 1, '03
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3-4 EDWARD VII., A. 1904

No. 3.—WATER POWER and other Public Property leased by the Department of

5.—FARRAN'S POINT

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1902.		
14685	Aug. 28.	Jno. R. Farran.....	Privilege to place a boat-house near S.W. end of Lower Entrance Pier.
14729	Sept. 27.	R. & J. Sheets.....	Privilege to place a boat-house on part lot 25, con. 1, Township of Osnabruck.

6.—GALOPS

	1902.		
14728	Oct. 18.	Iroquois Village.....	Privilege to place an electric cable across canal at lock No. 25.

7.—GRENVILLE

	1902.		
14695	Sept. 9.	L. Cushing.....	Parts lots Nos. 7, 8 and 9, front range, Township of Chatham, Que.

8.—LACHINE

	1902.		
14559	July 11.	W. W. Ogilvie Milling Co	Land on basin No. 2, south side of canal.....
14560	" 11.	" " " " " " " " " "	" " " " " " " " " "
14633	" 3.	W. Rutherford & Sons Co., Ltd.	Privilege to maintain a railway track, &c., at St. Henri.
14634	" 3.	Canada Cold Storage Co., Ltd ..	Privilege to lay a 12 inch and draw water from canal near basin No. 2.
14637	" 3.	A. F. Dawes	Land on N.W. side of canal at Lachine.....
14647	July 29.	Lachine Rapids Hydraulic and Land Co.	Privilege to erect a pole line, &c.....
14653	" 30.	Montreal Stock Yards Co.....	Privilege to lay an 8-in. and a 4½-in. pipe and draw water.
14683	Aug. 28.	Richelieu & Ontario Navigation Co.	To occupy Govt. Flour Shed No. 2 on St. Gabriel basin.
14698	Sept. 9.	Grand Trunk Railway Co.....	Privilege to lay a spur line of railway from lessee's siding on north bank of canal.
14807	Dec. 31.	F. Tremblay	Storage lot No. 11 between St. Gabriel Basins Nos. 3 and 4, St. Ann's Ward.
	1903.		
14877	Feb. 1.	Montreal Light, Heat & Power Co.	Privilege to lay two 12-in. pipes and draw water from basin No. 2.
14883	Mar. 9.	Dominion Bridge Co., Ltd	Privilege to erect a travelling derrick on canal lands near their works at Lachine.
	1902.		
*14886	May 1.	Royal Insurance Co. to His Majesty.	Offices in lessors' building at Montreal.....

* Too late for last year's report.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1903—Continued.

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each year.	First Instalment due.
		During pleasure....	May 1, 1902	\$ 1 00	May 1...	May 1, '02
		"	Aug. 1, 1902	1 00	Aug. 1...	Aug. 1, '02

CANAL.

		During pleasure ...	Sept. 1, 1902	5 00	Sept. 1 ...	Sept. 1, '02
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CANAL.

9½ acre		During pleasure	July 1, 1902	5 00	July 1 ...	July 1, '02
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CANAL.

57,276 sq. ft. ... 250 h. p.	21 years, renewable.	Jan. 1, 1902	2,220 00	Semi-annu- ally.	Jan. 1, '02
22,400 " ... 550 h. p.	"	" 1, 1902	3,780 00	"	" 1, '02
	During pleasure....	June 1, 1902	65 00	June 1....	June 1, '02
	"	May 1, 1902	120 00	May 1....	May 1, '02
15,480 sq ft.	"	" 1, 1902	50 00	" 1....	" 1, '02
	During pleasure....	July 1, 1902	1 00	July 1....	July 1, '02
	"	June 1, 1902	120 00	June 1....	June 1, '02
	"	Aug. 1, 1902	75 00	Semi-annu- ally.	Aug. 1, '02
	21 years	Sept. 1, 1902	1 00	Sept. 1 ..	Sept. 1, '02
11,607 sq. ft.	During pleasure....	May 1, 1902	145 09	May 1...	May 1, '02
	"	Jan. 1, 1903	300 00	Jan. 1....	Jan. 1, '03
	"	March 1, 1903	1 00	March 1. .	March 1, '03
	5 years.....	May 1, 1902	2,200 00	Quarterly ..	Aug. 1, '02

3-4 EDWARD VII., A. 1904

No. 3.—Water Power and other Public Property leased by the Department of

8.—LACHINE

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1903.		
14892	Mar. 23..	G. E. Jaques.....	Sheds Nos. 4 and 5 on S. side of basin No. 2.....
14911	April 7..	Hector Bourgouin	Storage lot No. 7 between St. Gabriel basins Nos. 3 and 4, St. Ann's Ward.
14913	" 21..	Montreal Rolling Mills Co.	Old channel of canal between island No. 5 and N. bank of canal, &c.
14914	" 21..	Canada Switch & Spring Co.....	Privilege to lay a 10-in. pipe and draw water from canal near St. Etienne St.
14943	Mar. 30..	S. H. Phippen <i>et al.</i> to His Majesty.	Pt. lot 10, con. 9, Township of Huntingdon, County of Hastings, Ont.
14967	May 4..	Tremblay & Riendeau.....	Lot No. 6 between St. Gabriel basins Nos. 3 and 4, St. Ann's Ward, Montreal.

9.—MURRAY

	1903.		
15007	May 1..	Lenora Bonter.....	Land on N. bank of canal, con. 'B,' Township of Murray, Ont.

10.—RAPIDE PLAT

	1903.		
14822	Jan. 2..	Marine & Fisheries Dept.....	Pt. lot No. 30, 1st con. of the Township of Williamsburg.

11.—RIDEAU

	1902.		
14635	July 21..	Wm. E. Beaton.....	Privilege to place a wharf on canal lands between lots 'H' and 'I,' con. 'C,' Nepean.
14636	" 21..	Alex. Graham.....	" " " " " " " " " " " "
14648	" 29..	Consumers Electric Co., Ltd.....	Privilege to erect a line of 10 poles.....
14696	Sept. 9..	Lawrence Kilroe.....	Land in front of N. half of lot 8 in con. 1 and 2, Township of Nepean.
	1903.		
14873	Feb. 5..	James P. Ryan.....	Lots 2 and 3 at Hogsback lock station.....
14936	April 7..	Dominion Supply Co., Ltd.....	Land on S. side of basin at Ottawa.....
14942	May 22..	Ottawa East.....	Privilege to lay an 18-in. sewer pipe from William St. to Rideau river.
14968	" 4..	The Silicate Brick Co. of Ottawa, Ltd.	Pt. lot 'G,' con. 'C,' Rideau front, Township of Nepean.
14990	June 12..	H. Patterson.....	" " " "

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1903—*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	March 1, 1903	150 00	Semi-annually.	March 1, '03
11,607 sq. ft.		"	July 15, 1902	145 09	July 15....	July 15, '02
.....		"	April 1, 1903	1 00	April 1....	April 1, '03
.....		"	May 1, 1903	100 00	May 1....	May 1, '03
2 acres.....		2 years	April 1, 1903	.....	.....	.....
11,607 sq. ft.		During pleasure	May 1, 1903	145 09	May 1....	May 1, '03

CANAL.

0.145 acre		During pleasure	March 1, 1903	5 00	March 1....	March 1, '03
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CANAL.

0.06 acre.		During pleasure	Jan. 1, 1903	1 00	Jan 1....	Jan. 1, '03
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CANAL.

1,200 sq. ft.....		During pleasure	June 1, 1901	1 00	June 1 ...	June 1, '02
3,412½ sq. ft.		"	" 1, 1901	3 00	" 1....	" 1, '02
.....		"	July 1, 1902	1 00	July 1....	July 1, '02
11 acres.....		"	Jan. 1, 1895	8 25	Jan. 1....	Jan. 1, '95
4.80 and 5.73 sq. chains.		"	Feb. 1, 1903	6 00	Feb. 1....	Feb. 1, '03
2,250 sq. ft.....		"	April 1, 1903	60 00	April 1....	April 1, '03
.....		"	June 1, 1903	1 00	June 1....	June 1, '03
2.38 acre		21 years	May 1, 1903	100 00	May 1....	May 1, '03
0.13 acre.		During pleasure	" 1, 1903	5 00	" 1....	" 1, '03

3-4 EDWARD VII., A. 1904

No. 3.—WATER POWER and other Public Property leased by the Department of

12.—SAULT STE. MARIE

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1902.		
14714	Aug. 22.	Queen City Oil Co., Ltd	Land N. of Lower Entrance Pier, Sault Ste. Marie.
14797	Dec. 18.	Union Petroleum Co. of Canada, Ltd.	Land in Sault Ste. Marie.
*14879	Mar. 29.	Algoma Central & Hudson Bay Ry. Co.	Pt. of St. Mary's island and adjacent waters in Sault Ste. Marie.

13.—ST. PETER'S

	1902.		
14757	Nov. 28.	Cape Breton Ry. Co.	Privilege to lay tracks on canal reserve.
	1903.		
14876	Feb. 1.	"	Land in County of Richmond, N.S.

14.—TRENT

	1903.		
14965	April 23.	Wm. MacKenzie	Pts. lots 51 and 52, 9th con., Township of Eldon, County of Victoria, Ont.

15.—WELLAND

	1902.		
14660	July 29.	Bell Telephone Co. of Canada.	Privilege to lay a cable across canal near swing bridge at St. Catharines.
14682	Aug. 28.	Penman Manufacturing Co., Ltd	Water power at lock 22
14697	Sept. 9.	H. Dawdy.	Pt. lot 247, Welland, Ont.
14744	Nov. 8.	Merrittton Water Commissioners.	Privilege to lay a 4-in. pipe above lock No. 9.
14792	Dec. 10.	R. W. Campbell	Land W. of W. pier at Port Dalhousie, Ont.
14793	" 10.	M. Beatty & Sons.	Pt. lot 247 in Township of Thorold, Ont., &c
14816	" 31.	Hamilton Electric Light & Cataract Power Co., Ltd.	Water power from Lake Erie level.
	1903.		
14826	Jan. 16.	Helen Campbell.	Land in Welland, Ont.
14868	Mar. 1.	Wm. P. Dixon.	Pt. lots 31 and 49 in Township of Thorold, Ont.
14902	April 7.	Donner, Wilson & Co.	Land in Port Colborne, Ont.

* Too late for last year's report.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 24, 1903.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1903—*Continued.*

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each year.	First instalment due.
				\$	cts.	
2,500 sq. ft.		During pleasure....	July 1, 1902	10 00	July 1 ...	July 1, '02
6,000 sq. ft.		"	Dec. 1, 1902	10 00	Dec. 1 ...	Dec. 1, '02
17.68 acre.		21 years.	April 1, 1902	400 00	April 1....	April 1, '02

CANAL.

.....		21 years, renewable.	July 1, 1902	2 00	July 1....	July 1, '02
1.72 acre.....		"	Jan. 1, 1903	30 00	Jan. 1....	Feb. 1, '03

CANAL.

4½ acres.....		During pleasure....	April 1, 1903	8 00	April 1....	April 1, '03
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CANAL.

.....		During pleasure....	July 1, 1902	1 00	July 1....	July 1, '02
.....	150 h. p.	21 years.	" 1, 1902	4 00	Semi-annually.	" 1, '02
1.06 acre.....		During pleasure....	Aug. 1, 1902	1 00	Aug. 1....	Aug. 1, '02
.....		"	May 1, 1902	5 00	May 1....	May 1, '02
0.34 acre.....		"	Nov. 1, 1902	5 00	Nov. 1....	Nov. 1, '02
0.65 acre.....		"	" 1, 1902	40 00	" 1....	" 1, '02
.....	700 cu. per sec.	21 years.	Jan. 1, 1903	30 00	Semi-annually.	.....
0.03 acre.....		During pleasure....	" 1, 1903	10 00	Jan. 1....	Jan. 1, '03
2.4 acres.....		"	March 1, 1903	10 00	March 1....	March 1, '03
0.45 acre.....		"	April 1, 1903	10 00	April 1....	April 1, '03

GERARD RUEL,
Law Clerk.

3-4 EDWARD VII., A. 1904

No.

PROPERTY conveyed and Damages released to the Department of

1.—CANADIAN

No. of Decd.	Date of Signature.	Grantor.	Lot.	District.
*14803	Mar. 18, '96	John Morton.....	Pt. No. 165, Group 111, and pt. No. 410, Group 1, Tp. 17.	New Westminster
*14805	May 5, '02	F. Hussey <i>et al</i>	Pts. Nos. 64, 65 and 66, Group 1..	Yale

2.—INTERCOLONIAL

*14672	June 21, '02	F. Demers	Pt. Lot No. 611	St. Nicholas
*14673	Dec. 6, '01	L. A. Gilbert <i>et al</i>	Land in	St. John
*14674	May 6, '02	A. M. Bent <i>et al</i>	Land on N. side of Park St., and damages.	Amherst
*14711	Jan. 4, '02	Jos. A. Likely <i>et ux</i>	Land in	St. John
*14715	Nov. 19, '00	Laura Murphy	Pt. Cad. Lot No. 25, St. Lawrence Ward.	Lévis
14764	Sept. 16, '02	David Lemoine	Pt. Lot No. 1323	Grantham
14835	Nov. 24, '02	John Fraser	Land at	Middle River
14915	April 14, '03	Dept. Indian Affairs	"	Sydney
14925	Aug. 16, '02	M. Trail <i>et al</i>	"	Halifax
14944	April 20, '03	G. H. McPetridge <i>et ux</i>	"	Milford
14945	" 20, '03	J. G. Kerr <i>et ux</i>	"	"
14957	May 2, '03	E. L. Carter <i>et ux</i>	"	Londonderry
14958	" 5, '03	F. D. Sibley <i>et ux</i>	"	Alton
14971	" 11, '03	F. Chisholm <i>et ux</i>	"	James River
*14975	Mar. 25, '02	R. McDonald <i>et al</i>	"	Estimere Siding
*14976	Nov. 29, '01	J. A. Dickey <i>et al</i>	"	Oxley's Siding
*14977	May 26, '02	John Adams	"	Frosty Hollow
*14978	Feb. 1, '02	C. B. Langille	"	Landsburg Siding
*14979	June 25, '02	A. W. Wilson <i>et ux</i>	"	Belmont
*14980	Nov. 22, '01	Ann M. Brown	"	Sydney
*14981	Sept. 22, '02	Geo. K. Etter	"	Aulac
*14982	Oct. 8, '02	G. L. McCully	"	Cardwell Parish
*14983	June 29, '01	Sarah E. Hazen	"	St. John
14984	Jan. 19, '03	P. Fontaine	"	Chaudière Junction
14988	April 20, '03	D. Annand <i>et ux</i>	"	Milford
14801	Dec. 3, '02	Thomas Carson	"	"
14888	Mar. 26, '03	Rogers & Taylor	"	"
15147	" 5, '03	Ed. Keays	"	"

3.—PRINCE EDWARD

14973	May 5, '03	Eleanor Bain <i>et al</i>	Pt. Lot No. 190 on Right of Way Plan for Murray Harbour Branch	.....
14933	April 23, '02	Thos. Campbell .....	.....	.....

* Too late for last year's report.

SESSIONAL PAPER No. 20

4.

Railways and Canals during the Fiscal Year ended June 30, 1903.

PACIFIC RAILWAY.

County.	Area.	Amount.	Remarks.
		\$ cts.	
		1,030 42	
	30.55 acres.....	448 70	

RAILWAY.

Lévis, Que.....	2,640 sq. ft.....	25 00	
St. John, N.B.....	38.81 acres.....	17,537 00	
Cumberland, N.S.....	412 sq. ft.....	400 00	
St. John, N.B.....	8,000 ".....	\$13,680.48 and in-	
		terest at 5 p. c.	
		from Oct. 15, 1900	
Lévis, Que.....	8,908 ".....	15,589 00	
Drummond, Que.....	0.6723 acres.....	200 00	
Pictou, N.S.....	31,680 sq. ft.....	60 00	
Cape Breton, N.S.....	0.66 acres.....	550 00	
Halifax, N.S.....	6,536 sq. ft.....	1,706 10	Interest on \$3,000 also allowed.
Hants, N.S.....	0.25 acres.....	650 00	
".....	0.292 ".....	241 32	
Colchester, N.S.....	1.5 ".....	125 00	
".....	0.358 ".....	10 00	
Antigonish, N.S.....	0.118 ".....	115 00	
Victoria, N.S.....	0.417 ".....	45 00	
Cumberland, N.S.....	3.45 ".....	1 00	
Westmoreland, N.B.....	0.25 ".....	30 00	
Pictou, N.S.....	0.104 ".....	50 00	
Colchester, N.S.....	0.73 ".....	25 00	
Cape Breton, N.S.....	0.2 ".....	100 00	
Westmoreland, N.B.....	1.965 ".....	100 00	
King's, N.B.....	1.027 ".....	530 00	
St. John, N.B.....	1,425 sq. ft.....	750 00	
Lévis, Que.....	7.24 arps.....	1,520 40	
Hants, N.S.....	0.121 acres.....	100 00	
		75 00	Release, damages re closing of crossing.
		4,000 00	" hiring of plant.
		200 00	" all claims in connection with lands taken for right of way, &c.

ISLAND RAILWAY.

	1.32 acres.....	150 00	
			Release, work done under contract No. 14361.

3-4 EDWARD VII., A. 1904

No. 4.—PROPERTY conveyed and Damages released to the Department of

4.—CHAMBLY

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.
14830	Jan. 22, '03	N. Metivier	Lands at	Chambly Basin

5.—CORNWALL

14794	Nov. 10, '02	P. N. Tait <i>et ux</i>	Pt. Lot 8, Sheik's Island	Cornwall Township
14857	Feb. 17, '03	N. A. Sheets	Lots on Sheik's and Marshy Islands.	" "
14946	May 16, '03	P. N. Tait	Pt. Lot 1, Sheik's Island	" "
15162	Mar. 7, '03	Sam. Moss <i>et ux</i>	N. pt. Lot 16	" "

5.—CORNWALL

14847	Feb. 2, '03	J. D. Rombough	Pt. Lot 27, Con 1	Cornwall Township
15165	Dec. 27, '02	The Gilbert Blasting and Dredging Co., Ltd.		

6.—CULBUTE

14663	July 31, '02	Rev. N. T. Lemoyne	Wilson's Island in Ottawa River.	
*14668	June 25, '02	M. Griffin	Griffin's Island in Ottawa River.	
*14669	" 24, '02	Wm. McVeigh, <i>et al</i>	Lots 11 and 12, Range 1.	Litchfield Township.
*14679	" 21, '02	Bryson Village	Front, George and Cobb Streets.	

7.—FARRAN'S POINT

14720	Sept. 27, '02	R. S. & J. A. Sheets	Lots 15 and 16 in Farran's Point.	
15160	July 16, '03	Ira Empy, <i>et al</i>	W. $\frac{1}{2}$ of Lot 28, Con. 1.	Osnabruck Township.

8.—GALOPS

14702	July 30, '02	J. Wallace, <i>et ux</i>	Pts. E. $\frac{1}{2}$ Lot 34, Con. 1.	Matilda Township
14932	Oct. 21, '02	A. Morrison	Pt. E. $\frac{1}{2}$ Lot 37, Con. 1	"
14710	Sept. 24, '02	H. Redmond	Lot 28, Con. 1	"
14721	" 24, '02	J. Kavanagh, <i>et al</i>	Pts. Lo's 5 and 6, Block 8.	Iroquois Village
15002	June 25, '03	Ann Lavis	Lot 3, Block 8	"

9.—MURRAY

1454	Jan. 10, '03	W. Goodrich	House, woolshed, &c.	Murray Township.
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SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1903—*Continued.*

CANAL.

County.	Area.	Amount.	Remarks.
		\$ cts.	
		40 00	Release, damages by flooding, &c.

CANAL.

Stormont, Ont.....	15 acres.....	\$1,375 and interest on \$1,400 at 6 p.c.	
"	8·67 "	945 56	
"	62 "	6,250 00	
"	10·85 "	2,007 85	

CANAL.

Stormont, Ont.....		\$150 and interest. 16,480 00	Release, damages. Release, extra work, &c., <i>re</i> enlargement of sections 5, 6, 7 and 8 of canal.
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CANAL.

		75 00	Release, damages by flooding.
		50 00	" " "
Pontiac, Que		160 00	" " "
"		250 00	" " "

CANAL.

Stormont.....		200 00	Release, damages by depositing earth in front of lots.
"		150 00	Release, damages <i>re</i> deprivation of access to waters of St. Lawrence River.

CANAL.

Dundas, Ont.....	0·551 acres	94 30	
"	0·87 "	900 00	
"		300 00	Release, damages.
"		350 00	Release, damages, <i>re</i> raising highway in front of lots.
"		455 47	Release, damages.

CANAL.

Northumberland, Ont.....		500 00	
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3-4 EDWARD VII., A. 1904

No. 4.—PROPERTY conveyed and Damages released to the Department of

10.—SOULANGES

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.
15161	June 17, '03	Alex. Methot.....	Pts. Lots 16 and 24.....	St. Ignace Parish.....
14800	Dec. 27, '02	M. Beatty & Sons.....

11.—ST. ANNE'S

14691	Sept. 4, '02	A. Lamarche.....
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12.—TRENT

*14730	May 26, '02	P. Campbell, <i>et ux.</i>	Pts. Lot 9, Con. 10.....	Thorah Township.....
14734	July 12, '02	H. Murray.....	Pt. E. $\frac{1}{2}$ Lot 3, Con. "A".....	Mara ".....
*14804	June 25, '02	D. McCuaig, <i>et al.</i>	Pts. Lot 9, Con. 10.....	Thorah ".....
14843	Jan. 27, '03	Jno. Barrett, <i>et ux.</i>	Pt. W. $\frac{1}{2}$ Lot 2, Con. 7.....	Carden ".....
14880	Feb. 11, '03	R. Nelson, <i>et ux.</i>	Pts. Lot 11, Con. 8.....	Douro ".....
14894	Jan. 30, '03	Ed. Kennedy.....	Pt. Lot 14, Con. "C".....	Mara ".....
14895	Feb. 26, '03	Laura E. Wescott.....	Pt. S. $\frac{1}{2}$ Lot 10, Con. 10.....	Thora ".....
14912	Nov. 29, '02	G. McFadden.....	Pt. W. $\frac{1}{2}$ Lot 24, Con. 1.....	Eldon ".....
15146	June 3, '03	Sam. Nelson, <i>et ux.</i>	Pt. Lot 28, Con. 7; Pt. Block "W," Lakefield.....	Smith ".....
15175	Dec. 30, '02	Joseph Hodgson.....	Pt. Lot 14, Con. "C".....	Mara ".....
14756	Nov. 13, '02	C. D. Crawford.....	Lot 4, N. of Bridge St. and E. of Water St., Lakefield.....	Smith ".....
14912	" 29, '02	G. McFadden.....	W. $\frac{1}{2}$ Lot 24, Con. 1.....	Eldon ".....

13.—WELLAND

14826	Jan. 12, '03	C. J. Augustine, <i>et al.</i>	Pt. Lot 28.....	Humberstone Township..
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* Too late for last year's Report.

DEPARTMENT OF RAILWAYS AND CANALS,
August 24, 1903.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1903—*Concluded.*

CANAL.

County.	Area.	Amount.	Remarks.
		\$ cts.	
Soulanges, Que.	0.60 acres.....	187 69	Release, from all claims <i>re</i> expropriation of Stewart's quarry.

LOCK.

		40 00	Release, damages <i>re</i> injury to a team of horses.
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CANAL.

Ontario, Ont.....	0.75 acres.....	100 00	
"	1.10 "	175 00	
"	0.088 "	7 90	
Victoria, Ont.....	15.26 "	525 00	
Peterborough, Ont.....	5.86 "	327 10	
Ontario, Ont.....	0.08 "	20 00	
"	0.10 "	20 00	
Victoria, Ont.....	1.20 "	120 00	
Peterborough, Ont.....	2.65 "	\$2,500 and interest	
Ontario, Ont.....	0.1 "	10 00	
Peterborough, Ont.....		250 60	Release, damages <i>re</i> raising highway.
Victoria, Ont.....		120 00	Release, damages.

CANAL.

Welland, Ont.....	0.02 acres.....	400 00	
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GERARD RUEL,
Law Clerk.

PART V

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1902

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1902.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows:—

For 1901.....	\$ 250,949 57
For 1902.....	227,577 93

By comparing the statistics of 1901 with 1902, it will be seen that the gross revenue has decreased \$23,371.64.

The increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal.....	\$ 11,902 76	.....
" St. Lawrence Canals.....	.....	\$ 32,077 15
" Chambly Canal.....	.....	2,151 21
" Ottawa Canals.....	.....	800 07
" Rideau Canal.....	.....	323 23
" St. Peter's Canal.....	.....	264 98
" Trent Valley Canals.....	270 64	.....
" Murray Canal.....	21 60	.....
" Sault Ste. Marie Canal.....	50 00	.....
Total.....	\$ 12,245 00	\$ 35,616 64
Total decrease.....	.....	23,371 64

STATEMENT of the Revenue, together with the increases and decreases of all the Canals for the seasons of Navigation from 1891 to 1902, 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
1902.....	227,577 93	.....	23,371 64

3-4 EDWARD VII., A. 1904

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 April 1, 1902, authorized a reduction of canal tolls, as follows :—

For the season 1902 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, 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 1902.

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 \$31,216.60.

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-one 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	13,732	83,370
1902.....	208,215	22,787	81,164

* 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; in 1901, 17,387 tons, and 34,060 tons in 1902.

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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.

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), the 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.

For the year 1902 (O.C., April 1, 1902), the same rate of tolls was allowed as was granted for the year 1901.

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 501,806 tons in 1893 to 208,215 tons in 1902; and the quantity passed down the Welland Canal from United States ports to United States, has decreased from 222,958 to 81,164 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 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
1902	263,861

3-4 EDWARD VII., A. 1904

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 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
1902	242,225

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 Canal to Montreal, is as follows :—

	Tons.
For 1901	203,316
1902	242,225
Showing an increase of	38,909

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows :—

	Tons.
For 1901	227,700
1902	263,861
Showing an increase of	36,161

The quantity of grain arrived at tide-water by New York Canals, is reported as follows :—

	Tons.
For 1901	355,760
1902	318,677
Showing a decrease of	37,083

The quantity of grain carried to tide-water by the New York railways, is reported as follows :—

	Tons.
For 1901	4,630,479
1902	4,558,536
Showing a decrease of	71,943

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The increases and decreases for 1902 as compared with 1901 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.....	38,909		19.14	
" Canadian Pacific and Grand Trunk Railways.....	36,161		15.89	
" New York Canals.....		37,083		10.43
" " Railways.....		71,943		1.56

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 299,392 tons in 1891, to 261,078 tons in 1902, and the quantity to Ontario ports, between Port Dalhousie and Cornwall, and an increase from 54,315 tons in 1891 to 55,733 tons in 1902. The quantity passed down to Montreal shows a decrease from 309,593 tons in 1891 to 250,475 tons in 1902.

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.
1888, 182 Cargoes, with an aggregate quantity of.....	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
1902, 131 " "	175,514

In the United States vessels there were in—

	Tons.
1888, 60 Cargoes, with an aggregate quantity of.....	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
1902, 135 " "	136,652

3-4 EDWARD VII., A. 1904

Nineteen Canadian and 17 American vessels took cargoes of 34,804 tons in 1902, 23 Canadian and 2 American of 17,303 tons through to Montreal intact in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1895, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 924 tons, and 3 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 1902 and the four previous years is given below.

The total number of grain laden vessels lightened at this port in 1902 was 99, against 98 the previous year.

The quantity of grain lightened was as follows:—

Articles.	1898.	1899.	1900.	1901.	1902.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	239,518	390,162	272,609	393,490	577,697
Corn	313,689	638,143	448,256	556,911	529,651
Rye	37,380	7,065	Nil.	Nil.	Nil.
Oats	Nil.	Nil.	Nil.	76,236	5,824
Barley	5,669	Nil.	Nil.	27,115	Nil.

WELLAND CANAL

The total quantity of freight passed on the Welland Canal during the season of 1902 was 665,387 tons; of this quantity 19,290 tons were way or local freight.

There were 580,633 tons of freight passed eastwards, and 84,754 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 1902 was 646,097 tons.

Of this quantity 567,286 tons were east bound and 78,811 west bound freight.

Of the east bound through freight, Canadian vessels carried 293,230 tons and United States vessels carried 274,056 tons; and of the west bound through freight Canadian vessels carried 33,877 tons and United States vessels carried 44,934 tons, or a total of 327,107 tons for Canadian and 318,990 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1902 was 1,093,133 tons; of this quantity 802,684 tons passed eastward and 290,449 passed westward.

East and west bound Through Freight.

The total quantity of through freight was 481,822 tons; of this quantity 388,771 tons were east bound and 93,051 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 413,913 tons were east bound and 197,398 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.
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
1902.....	250,475	25,289

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 of fifteen years, is as follows :—

	Eastward. Tons.	Westward. Tons.	Total. Tons.
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
1902.....	224,110	44,919	269,029

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows a decrease of 4,990 tons, as compared with the previous year: and a decrease of 165,722 tons as compared with 1888.

3-4 EDWARD VII., A. 1904

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 1902 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	688,706
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	553,584
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	274,019
1902	1,568	665,387	269,029

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The total quantity of freight passed through the several divisions of the canals during the season of 1902 is as follows:—

	Farm Stock.	Forest Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland.....		141,041	46,764	121,710	355,872	665,387
St. Lawrence.....	1,218	102,430	116,007	292,808	580,670	1,093,133
Chambly.....	409	225,084	14,185	105,280	34,484	379,442
Ottawa.....	1,490	433,245	310	2,353	7,284	444,682
Rideau.....	26	27,296	3,005	15,929	4,623	50,879
St. Peters.....	18	15,676	7,152	40,874	9,818	73,538
Murray.....	8	10,823	6,515	12,557	5,295	35,178
Trent Valley.....	183	39,293	416	131	1,667	41,690
Sault Ste. Marie.....	501	118,753	81,266	3,315,685	1,213,063	4,729,268

The total quantity of freight moved on the Welland Canal was 665,387 tons, of which 355,872 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 1,093,133 tons, of which 580,670 were agricultural products, and 292,808 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 444,682 tons; of this quantity 433,245 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 489,053 tons in 1902, 557,099 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 1902.....	6,532,263	In 1887.....	*3,847,766
1901.....	6,334,001	1886.....	*3,802,262
1900.....	6,053,005	1885.....	4,105,594
1899.....	6,211,827	1884.....	3,639,805
1898.....	7,060,542	1883.....	4,422,461
1897.....	5,673,638	1882.....	3,885,557
1896.....	5,183,540	1880.....	4,732,385
1895.....	3,798,574	1869.....	1,087,809
1894.....	4,281,056		
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-four 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	3,563,381	4,655,736	234
1892.	937,999	5,913,013	6,851,012	137
1893.	1,452,563	5,107,426	6,599,989	284
1894.	1,400,129	4,281,056	5,681,185	327
1895.	602,505	3,798,574	4,401,079	159
1896.	957,182	5,183,540	6,140,722	156
1897.	744,575	5,673,638	6,418,213	116
1898.	633,027	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
1902.	489,033	6,532,263	7,021,316	088

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS VIA THE STATE
OF NEW YORK.

On reference to the returns made by the railways to the state authorities of New York, and to the canal statistics submitted to the state legislature, I find that of the total tonnage of freight carried by the canals and railways, the state canals carried:—

	Per cent.		Per cent.
In 1859.	68.9	In 1886.	16.9
1869.	47.0	1887.	16.3
1870.	38.9	1888.	18.8
1871.	38.9	1889.	15.1
1872.	40.1	1890.	13.9
1873.	34.9	1891.	13.4
1874.	31.7	1892.	9.8
1875.	28.4	1893.	10.1
1876.	24.6	1894.	10.2
1877.	28.3	1895.	9.7
1878.	27.1	1896.	8.5
1879.	23.7	1897.	8.3
1880.	25.1	1898.	6.9
1881.	18.5	1899.	7.2
1882.	19.0	1900.	5.2
1883.	18.7	1901.	5.1
1884.	19.0	1902.	5.5
1885.	17.1		

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The quantity of freight carried by the canals and railways was greater in 1902 by 6,434,937 tons than the quantity carried in 1901, and an increase of 59,622,600 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
1902	72,075,774	·0549

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	1902	1·5
1891	2·5		
1892	2·2		
		Average twenty-two years.	2·3

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STATEMENT of the Quantity of Grain and Rolling Freight passed down the St. Lawrence Canals from Coteau Landing to Montreal during the Years 1898, 1899, 1900, 1901 and 1902.

	GRAIN.									
	1898.		1899.		1900.		1901.		1902.	
	Tons.	Bushels.	Tons.	Bushels.	Tons.	Bushels.	Tons.	Bushels.	Tons.	Bushels.
Barley			8,133	338,538	600	24,967				
Buckwheat					11	460				
Corn	149,169	5,327,465	174,932	6,176,143	154,815	5,525,845	71,459	2,552,107	11,732	418,791
Oats	3,281	193,000	8,337	491,589	16,803	1,005,029	7,831	460,043	3,899	229,292
Pease			237	7,900	142	4,700				
Rye	1,812	64,715	1,474	52,613	3,925	140,434	5,141	193,607	11,552	395,207
Wheat	59,063	1,968,767	66,635	2,221,167	126,963	4,215,721	207,403	6,913,434	216,305	7,208,486
Total	213,325	7,553,947	259,768	9,287,980	303,259	10,917,156	294,834	10,119,191	243,488	8,251,746

	ROLLING FREIGHT.	
	Tons.	Bushels.
Flax seed	13,681	
Flax and hemp		
Flour	19,930	
Furniture		
Lard and lard oil	1,244	
Meals	2,058	
Oil cake	4,001	
Meats	340	
Pork	1,744	
Seeds, all kinds	215	
All other vegetables	767	
Nails		
Oils		
Sugar		
Tallow	294	
Merchandise		
Barrels, empty		
Firewood		

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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 1901 and 1902.

	TRAFFIC FOR 1902.		TOTAL TRAFFIC FOR		INCREASE.	DECREASE.		
			Season of 1902.	Season of 1901.			Amount.	Amount.
	United States Canal.	Canadian Canal.						
Lumber.....						379		
Woodenware.....						46		
Total.....	50,042	16,606		29,182		29,657		
Grand total.....	309,810	319,865		321,016		273,145		
Vessels.....	17,588	5,043	22,631	20,041	2,590			
Lockages.....	9,427	3,418	12,845	11,321	1,524			
Tonnage registered.....	27,408,021	4,604,362	32,012,323	24,672,982	7,340,241			
" freight.....	31,252,745	4,729,298	35,962,063	28,402,432	7,559,631			
Passengers*.....	22,788	36,658	59,446	59,732		286		
Coal (hard).....	284,986	24,962	309,948	808,143		498,195		
" (soft).....	3,973,448	538,873	4,512,321	3,785,443	726,878			
Flour.....	6,072,265	2,843,860	8,916,155	7,677,307	1,238,848			
Wheat.....	48,835,062	27,911,287	76,746,349	52,856,731	8			
Grain (excluding wheat).....	21,659,609	3,661,904	25,321,513	24,765,758	546,755			
Manufactured and pig iron.....	134,666	60,143	214,809	180,761	34,048			
Salt.....	283,410	160,969	444,319	438,725	5,594			
Copper.....	106,459	14,401	120,860	98,701	22,159			
Iron ore.....	21,736,348	2,504,452	25,300,800	18,090,465	7,210,335			
Lumber.....	1,028,848,000	49,084,912	1,077,932,942	1,073,433,948	4,498,994			
Silver ore.....	—	—	1	54		53		
Building stone.....	37,064	3,638	40,702	47,437		6,735		
Unclassified freight.....	504,610	238,132	742,742	597,186	145,556			

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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 "
1902.....	256 "

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 "
1902.....	264 "

The average number of vessels passing per day through the two canals for the season of 1902, was eighty-five.

R. DEVLIN,
Compiler of Canal Statistics.

OTTAWA, August 12, 1903.

EXPORTS by Lake from Chicago to Canada during the Season of Navigation in 1902.

(From Report of Board of Trade of Chicago.)

Commodities.	Quantity.	Value.
		\$ cts.
Wheat.....	Bushels 3,027,846	2,218,874 00
Corn.....	" 500,932	304,754 00
Oats.....	" 194,100	79,401 00
Rye.....	" 323,870	179,757 00
Flaxseed.....	" 50,800	68,104 00
Flour.....	Barrels 41,334	132,887 00
Grass seed.....	Sacks 3,545	7,722 00
Oil cake.....	" 35,344	133,284 00
Pork.....	Barrels 5,119	88,397 00
Beef.....	" 200	2,299 00
Cured meats.....	Boxes 2	60 00
Nails.....	Kegs 28	156 00
Manufactures of iron.....	Tons 691	19,906 00
Agricultural implements.....	Machines 1,354	59,976 00
Cordage.....	Bales 3,600	21,600 00
Unclassified.....	Tons 7,043	29,959 00
Total.....		3,347,130 00

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GRAIN FREIGHTS BY LAKE, SEASON OF 1902.

The following were the current rates on Wheat and Corn from Chicago to Buffalo, Ogdensburg and Depot Harbour; also to New York by Lake and Erie Canal, for each week during the season of navigation in 1902.

1902.	TO BUFFALO.		TO OGDENSBURG.		TO DEPOT HARBOUR.		ERIE CANAL, BUFFALO, TO NEW YORK.		CHICAGO TO NEW YORK, LAKE AND CANAL.	
	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 5	1 1/2	1 1/2	4 1/2	4 1/2	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
" 12	1 1/2	1 1/2	4 1/2	4 1/2	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
" 19	1 1/2	1 1/2	4 1/2	4 1/2	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
" 26	1 1/2	1 1/2	4 1/2	4 1/2	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
May 3	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
" 10	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
" 17	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
" 24	1 1/2	1 1/2	4	4	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
" 31	1 1/2	1 1/2	4	4	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
June 7	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 14	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
" 21	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 28	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	4	3 1/2	5 1/2	4 1/2
July 5	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 12	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 19	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 26	1 1/2	1 1/2	2 1/2	2 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Aug. 2	1 1/2	1 1/2	3	3	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 9	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 16	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 23	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 30	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Sept. 6	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 13	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 20	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 27	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Oct. 4	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 11	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 18	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 25	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Nov. 1	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 8	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 15	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 22	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 29	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Dec. 6	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" 13	1 1/2	1 1/2	3 1/2	3 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 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 1902, (as reported by the Secretary of the Merchants Exchange, Buffalo).

1902		Wheat, Bushels.	Corn, Bushels.	1902.		Wheat, Bushels.	Corn, Bushels.
		cts.	cts.			cts.	cts.
Mar.	15	1 ¹ / ₂		Aug.	9	1 ¹ / ₂	1 ¹ / ₂
"	27	1 ¹ / ₂	1 ¹ / ₂	"	12	1 ¹ / ₂	1 ¹ / ₂
April	3	1 ¹ / ₂	1 ¹ / ₂	"	14	1 ¹ / ₂	1 ¹ / ₂
"	7	1	1 ¹ / ₂	"	18	1 ¹ / ₂	1 ¹ / ₂
"	15	1	1 ¹ / ₂	"	23	1 ¹ / ₂	1 ¹ / ₂
"	16	1 ¹ / ₄ to 1 ¹ / ₂	1 ¹ / ₂ to 1 ¹ / ₄	"	26	1 ¹ / ₂	1 ¹ / ₂
"	17	1 ¹ / ₂	1 ¹ / ₂	"	30	1 ¹ / ₂	1 ¹ / ₂
"	29		1 to 1 ¹ / ₂	Sept.	1	1 ¹ / ₂	1 ¹ / ₂
"	30		1 ¹ / ₂	"	3	1 ¹ / ₂	1 ¹ / ₂
May	1	1 ¹ / ₂		"	5	1 ¹ / ₂	1 ¹ / ₂
"	2	1 ¹ / ₂	1 ¹ / ₂	"	10	1 ¹ / ₂	1 ¹ / ₂
"	3	1 ¹ / ₂	1 ¹ / ₂	"	11	1 ¹ / ₂	1 ¹ / ₂ to 1 ¹ / ₄
"	6	1 ¹ / ₂	1 ¹ / ₂	"	13	1 ¹ / ₂	1 ¹ / ₂
"	21	1 ¹ / ₂	1 ¹ / ₂	"	15	1 ¹ / ₂	1 ¹ / ₂
"	24	1 ¹ / ₂	1 ¹ / ₂	"	16	1 ¹ / ₂	1 ¹ / ₂
June	5	1 ¹ / ₂	1 ¹ / ₂	"	19		1 ¹ / ₂
"	9	1 ¹ / ₂	1 ¹ / ₂	"	20	1 ¹ / ₂	1 ¹ / ₂
"	11	1 ¹ / ₂	1 ¹ / ₂	Oct.	4		1 ¹ / ₂
July	26		1	"	6		1 ¹ / ₂
"	28		1 to 1 ¹ / ₂	"	8	1 ¹ / ₂	1 ¹ / ₂
"	29	1	1	"	14		1 ¹ / ₂ to 1 ¹ / ₄
"	31	1 ¹ / ₂	1 ¹ / ₂	"	15		1 ¹ / ₂
Aug.	4		1 ¹ / ₄ to 1 ¹ / ₂	"	18	1 ¹ / ₂	1 ¹ / ₂
"	5	1 ¹ / ₂	1 ¹ / ₂	"	21		1 ¹ / ₂ to 1 ¹ / ₄
"	8	1 ¹ / ₂ to 1 ¹ / ₄	1 ¹ / ₂ to 1 ¹ / ₄	"	22		1 ¹ / ₂

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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, bushels.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
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, 2 ³ / ₄ c.; 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, ¹ / ₂ c.; 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, 2 ⁵ / ₈ c.; lowest, 1 ¹ / ₄ c.; 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, 2 ⁵ / ₈ c.; 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, 3 ¹ / ₄ c.; lowest, 1 ¹ / ₄ c.; 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, 3 ³ / ₄ c.; lowest, 1 ¹ / ₄ c.; 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, 1 ¹ / ₄ c.; 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, 2 ¹ / ₂ c.; lowest, 1 ¹ / ₄ c.; average for the season, 1.60c.							
1902 { Wheat	1.3	1.3	1.2	1.6	1.5	1.7	1.9
{ Corn	1.2	1.1	1.1	1.4	1.4	1.6	1.7
Highest rate, wheat, 1902, 2 ¹ / ₂ c.; lowest, 1 ³ / ₈ c.; average for the season, 1.5c.							

LAKE FREIGHTS FROM DULUTH TO BUFFALO ON WHEAT (AS REPORTED BY THE SEC. OF THE MERCHANTS' EXCHANGE, BUFFALO, N.Y.)

The following statement shows the Lake Freight rates on Wheat from Duluth to Buffalo, during the season of 1902:—

1902.	Wheat, Bushels.	1902.	Wheat, Bushels.
	Cts.		Cts.
March 31	2 ¹ / ₄	June 14	1
April 1	2 ¹ / ₄	" 15	1 ¹ / ₄
" 7	2 ¹ / ₄	" 20	1
" 19	2 ¹ / ₄	July 15	1 ¹ / ₄
" 21	1 ⁷ / ₈	" 17	1 ¹ / ₄
" 22	1 ³ / ₄	August 1	1 ³ / ₄
" 28	1 ¹ / ₂	Sept 2	2
May 21	1 ⁵ / ₈	October 18 to close	2 ¹ / ₄
June 6	1 ¹ / ₂		

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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.; in 1901, $1\frac{1}{8}$ to $3\frac{3}{4}$ c., and in 1902, 1 to $2\frac{1}{4}$ c. per bushel.

The first departure by lake, at Duluth in 1902 was on March 31; 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, 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 $3\frac{1}{2}$ 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 $3\frac{1}{8}$ 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 1902 on the dates specified, as reported by the Secretary Merchants Exchange, Buffalo.

Date, 1902.	Wheat and Corn per Bushel.	Date, 1902.	Wheat, Bushels.
	Cts.		Cts.
Opening to July 29.....	$1\frac{1}{4}$	October 29 to December.....	$1\frac{1}{2}$
July 29 to August 9.....	$1\frac{1}{8}$	December 1 to December 10.....	2
August 9 to October 29.....	$1\frac{1}{4}$		

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 $2\frac{1}{8}$ 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. for 1901, $1\frac{1}{4}$ to $1\frac{1}{2}$ c., and for 1902, $1\frac{1}{8}$ to 2c. per bushel.

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 5 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, $4\frac{1}{4}$ 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 1902 (as reported by the Secretary, Merchants' Exchange, Buffalo).

Date, 1902.	Wheat, Bushels.	Corn, Bushels.	Date, 1902.	Wheat, Bushels.	Corn, Bushels.
	Cts.	Cts.		Cts.	Cts.
April 24.....	4	3 $\frac{3}{8}$	October 11.....	3 $\frac{3}{4}$	3 $\frac{1}{2}$
June 21.....	3 $\frac{3}{4}$	3 $\frac{1}{4}$	October 15.....	4	3 $\frac{3}{4}$
September 9.....	4	3 $\frac{3}{8}$	Nov. 1 to close.....	4 $\frac{1}{8}$	3 $\frac{3}{8}$
October 3.....	3 $\frac{1}{2}$	3 $\frac{1}{4}$			

The freight on oats varied from 2 $\frac{3}{8}$ to 3c. per bushel. Pine lumber, per 1,000 feet, was carried from Buffalo to Tonawanda to New York as follows: Opened at \$2.00; June, \$2.00; July, \$1.85; August, \$1.80; September, \$1.75; October, \$2 to close \$2.25. Rates to Albany opened \$1.50; June, \$1.50; July, August, September, \$1.40; October, \$1.50 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.
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, 2·6c.; 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, 3·6c.; 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, 2·8.							
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, 3c.							
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.							
1902 { Wheat	4·0	3·8	3·3	3·3	3·8	4·0	4·1
{ Corn	3·6	3·4	3·1	3·1	3·5	3·7	3·8
Highest rate, wheat, 1902, 4 $\frac{1}{2}$ c.; lowest, 3 $\frac{3}{8}$ c.; average for season, 3·8c.							

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.
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*	121,225,497	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*	157,655,968	2·5	do	1
1901	132,646,828	3·5	do	1
1902	124,62,4386	3·8	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.)

Year.	CORN.			WHEAT.		
	By lake and canal.	By lake and rail.	By all rail.	By lake and canal.	By lake and rail.	By all rail.
1858	·127		·3619	·1550		·3861
1859	·1570		·3248	·1663		·3480
1860	a·0833		·3248	a·095		·3480
1861	a·1062		·3881	a·1210		·4158
1862	a·0957		·4480	a·1062		·4800
1863	a·063		·4592	a·072		·4920
1864	a·09		·5600	a·0952		·60
1865	a·0864		·4188	a·0894		·4488
1866	a·1075		·4312	a·1377		·4620
1867	a·0511		·4176	a·08		·4475
1868	a·0604		·3532	a·0802		·3784
1869	a·0584	·2355	·3320	a·0651	·2520	·3557
1870	a·16	·2220	·28	a·0677	·2250	·30
1871	a·0754	·2372	·2968	a·0687	·2542	·3180
1872	a·1072	·2660	·3266	a·1110	·2950	·3499
1873	a·0816	·2298	·2893	a·0917	·2461	·3102
1874	a·0382	·1388	·2450	a·0400	·1709	·2625
1875	a·034	·1303	·2240	a·0378	·1389	·2400
1876	b·0875	·1079	·1574	b·0982	·1136	·1686
1877	b·0959	·1406	·1890	b·1109	·1546	·2050
1878	b·0883	·1053	·1652	b·0996	·1209	·1770
1879	b·1049	·1220	·1456	b·1187	·1313	·1774
1880	b·1341	·1443	·1748	b·1313	·1580	·1980
1881	b·0777	·0942	·1340	b·0867	·1049	·1440
1882	b·0672	·1028	·1350	b·0723	·1091	·1447
1883	b·0803	·11	·1512	b·0901	·1163	·1620
1884	b·0655	·085	·1232	b·07	·10	·1320
1885	b·063	·0801	·1232	b·0654	·0902	·1320
1886	b·0845	·1120	·14	b·0910	·12	·1500
1887	b·0850	·1120	·1470	b·0950	·12	·1575
1888	b·0671	·1026	·1354	b·0705	·1114	·1450
1889	b·0632	·0819	·126	b·0692	·0897	·1500
1890	b·0593	·0732	·1136	b·0676	·0852	·1430
1891	b·0632	·0753	·1400	b·0695	·0857	·1500
1892	b·0595	·0721	·1296	b·0645	·0759	·1380
1893	b·0718	·0797	·1365	b·0766	·0848	·1463
1894	b·0493	·0650	·1232	b·0511	·0700	·1320
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
1902	+·0483	·0551	·0994	+·0526	·0589	·1062

a To Buffalo only. b Including Buffalo charges and tolls. ‡ Exclusive of Buffalo charges.

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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.	1902.	1901.	1900.	1899.	1898.
		§	§	§	§	§
Liverpool	Grain	2085	2147	2498	2972	3435
"	Sacked flour	2350	2300	2790	3012	3766
"	Provisions	3625	3600	4884	4050	4715
Glasgow	Grain	2175	2410	3098	3235	3600
"	Sacked flour	2275	2438	3156	3125	3906
"	Provisions	4188	4516	5531	4469	5250
London	Grain	2175	2323	3110	3060	3500
"	Sacked flour	2400	2550	3501	3350	3725
"	Provisions	3906	4475	5587	4414	4969
Antwerp	"	4150	4625	5109	4750	5250
Hamburg	"	3900	4400	5000	4600	5200
Amsterdam	"	4000	4500	5100	4700	5250
Rotterdam	"	4000	4500	5100	4700	5250
Copenhagen	"	4200	4775	5531	5172	5813
Stockholm	"	4500	5325	6450	6297	6925
Stettin	"	4200	4775	5531	5172	5813
Bordeaux	"	5125	5425	6412	5912	6575

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 1901 and 1902.

(Buffalo Merchants' Exchange.)

	1902.	1901.
Freight on hard Coal, Buffalo to Chicago, per ton	48	50
" " " Milwaukee "	54	50
" " " Duluth "	43	38

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TOTAL VALUES OF MERCHANDISE RECEIVED FROM BRITISH NORTH AMERICA FOR IMMEDIATE TRANSIT ACROSS UNITED STATES TERRITORY, FOR IMMEDIATE TRANSHIPMENT IN PORTS OF THE UNITED STATES TO BRITISH NORTH AMERICA, AND SO SHIPPED, DURING EACH YEAR FROM 1873 TO 1902 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, On- tario, Mani- toba and the North- west Terri- tories.	British Columbia.	Newfound- land and Labrador.	Total.	Nova-Scotia, New Brunswick, and Prince Edward Island.	Quebec, On- tario, Mani- toba and the North- west Terri- tories.	British Columbia.	Newfound- land and Labrador.	Total.
1873	495,289	12,894,164	5,240	13,394,693	13,394,693	5,282,290	21,320,174	181,720	26,784,184	
1874	449,655	13,616,344	97,691	14,163,690	14,163,690	7,150,036	19,843,169	317,534	27,310,739	
1875	443,570	17,342,433	256,074	18,042,577	18,042,577	8,999,696	20,283,639	517,060	21,800,265	
1876	261,443	22,134,275	195,047	22,591,962	22,591,962	9,102,600	14,658,358	678,886	24,119,288	
1877	160,658	12,092,619	218,418	12,471,695	12,471,695	2,879,422	15,551,238	514,816	18,377,153	
1878	163,978	11,627,114	412,966	12,204,668	12,204,668	451,268	11,436,470	524,013	12,912,685	
1879	194,129	11,606,832	280,079	12,081,095	12,081,095	889,539	11,529,877	476,824	12,889,387	
1880	215,131	16,782,315	137,271	17,134,717	17,134,717	1,613,716	14,866,663	531,436	17,042,163	
1881	171,383	16,758,108	72,555	17,002,046	17,002,046	1,778,836	20,857,827	719,268	23,356,261	
1882	164,990	28,265,083	113,018	28,543,178	28,543,178	2,732,665	34,003,845	855,784	37,595,484	
1883	561,791	23,204,031	36,973	23,802,820	23,802,820	2,455,537	33,878,389	971,307	39,342,568	
1884	636,233	12,574,953	188,041	13,419,227	13,419,227	1,740,900	19,717,466	1,475,833	22,933,385	
1885	933,806	12,280,483	308,691	13,523,613	13,523,613	1,635,412	16,448,942	1,615,293	19,700,458	
1886	1,165,973	9,363,864	339,104	10,861,020	10,861,020	2,040,298	16,369,429	1,825,178	20,241,079	
1887	1,684,730	9,606,175	213,816	11,504,721	11,504,721	1,621,748	19,980,296	635,841	22,187,055	
1888	1,525,048	6,417,791	372,334	8,342,817	8,342,817	1,781,028	13,459,169	1,137	13,611,656	
1889	2,596,233	8,355,178	294,859	11,336,123	11,336,123	2,484,787	18,993,957	665,522	22,146,375	
1890	3,076,657	12,449,742	306,897	16,001,910	16,001,910	5,277,210	21,140,198	913,106	27,335,294	
1891	3,859,079	15,310,945	422,806	19,780,470	19,780,470	5,605,614	21,695,992	547,141	34,273,277	
1892	4,393,062	19,005,704	291,373	23,928,255	23,928,255	2,079,783	24,189,181	428,188	26,704,114	
1893	1,009,597	16,104,425	39,565	17,885,573	17,885,573	2,652,337	20,232,400	409,655	26,289,224	
1894	1,070,676	15,649,881	348,069	17,342,693	17,342,693	1,831,417	17,889,688	463,471	20,182,216	
1895	1,199,782	17,774,168	411,597	19,621,862	19,621,862	1,834,745	19,320,714	7,841	21,722,291	
1896	1,118,185	18,038,931	582,469	20,143,665	20,143,665	1,572,783	19,441,279	772,586	21,788,416	
1897	611,322	22,497,451	397,295	24,593,823	24,593,823	1,682,538	17,660,211	1,312,797	26,663,676	
1898	35,596,639	1,744,289	1,744,289	39,336,984	39,336,984	1,536,413	22,400,622	2,291,336	26,250,638	
1899	1,618,329	30,673,265	561,129	36,561,721	36,561,721	1,245,518	19,065,819	4,685,539	27,147,255	
1900	2,002,264	3,914,668	553,031	44,727,809	44,727,809	1,245,775	27,452,333	2,730,612	31,478,271	
1901	1,788,641	38,382,538	4,070,940	503,970	503,970	1,161,871	24,634,770	4,087,000	30,556,579	
1902	2,206,590	54,332,135	4,531,932	61,760,898	61,760,898	5,086,469	27,049,441	5,441,234	37,608,656	

TOTAL VALUE of Merchandise received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transhipment in Ports of the United States to other Foreign Countries, and so shipped, for each Year from 1868 to 1902 inclusive.

Year ending June 30.	COUNTRIES FROM WHICH RECEIVED.										COUNTRIES TO WHICH SHIPPED.					Total Value of Merchandise received and shipped.
	Great Britain and Ireland.		Germany.		British North American Possessions.		Mexico.		Cuba.		Other Countries.		Mexico.	Cuba.	Other Countries.	
	£	%	£	%	£	%	£	%	£	%	£	%				
1868	10,664,576	132,071	4,861,209	1,576,157	2,025,023	3,212,123	44,375,419	481,613	116,521	1,306,308	1,306,308	1,306,308	21,516,004			
1869	10,891,698	156,382	5,852,078	1,767,037	2,693,225	1,517,602	15,033,821	448,300	72,875	1,272,682	1,272,682	25,095,867				
1870	10,240,455	302,806	7,215,973	2,019,422	2,916,039	2,146,249	16,680,037	321,331	483,275	1,416,116	1,416,116	33,857,416				
1871	13,473,915	329,110	7,951,060	1,913,200	3,043,319	4,063,367	18,406,475	346,372	345,294	1,618,121	1,618,121	37,701,048				
1872	17,633,231	227,232	9,276,169	1,817,162	2,713,191	2,263,819	24,042,790	358,151	179,370	1,757,496	1,757,496	42,706,121				
1873	19,141,875	296,704	13,891,693	2,864,607	5,141,175	3,625,325	26,781,184	336,113	319,771	1,993,617	1,993,617	40,089,140				
1874	18,829,900	211,907	14,163,690	2,936,890	5,391,201	3,806,214	27,310,739	665,214	529,493	1,996,387	1,996,387	38,850,676				
1875	18,657,276	325,618	18,012,977	115,297	7,229,312	4,995,288	29,840,295	1,150,000	248,358	737,429	737,429	40,686,283				
1876	14,394,197	290,489	22,591,902	1,686,789	11,791,200	2,498,558	24,419,888	1,129,440	600,061	1,163,508	1,163,508	42,042,655				
1877	13,732,085	337,897	12,171,935	1,466,793	7,758,501	1,108,298	18,977,153	329,577	306,311	776,393	776,393	29,236,773				
1878	10,081,510	378,768	12,201,068	1,181,633	9,577,660	2,905,230	12,912,685	316,661	319,611	1,306,308	1,306,308	27,337,118				
1879	8,735,340	321,917	42,081,095	1,521,153	8,475,451	2,525,572	12,889,387	330,968	171,797	1,272,682	1,272,682	25,095,867				
1880	10,311,139	620,701	17,134,747	2,591,655	10,856,379	1,942,162	17,042,103	300,148	224,848	1,775,594	1,775,594	33,857,416				
1881	14,898,622	721,814	17,009,046	2,222,129	9,122,079	2,739,246	23,336,264	671,008	177,340	1,618,121	1,618,121	37,701,048				
1882	18,911,637	765,760	28,543,178	3,812,058	11,692,806	5,336,361	37,595,484	800,025	319,257	2,421,526	2,421,526	58,065,459				
1883	20,242,222	1,161,965	29,802,820	4,276,712	11,082,865	2,738,394	39,312,368	2,282,473	332,352	3,081,875	3,081,875	66,878,327				
1884	11,038,694	918,901	13,119,227	4,343,878	3,288,389	2,900,488	22,399,385	274,834	221,061	2,636,635	2,636,635	36,814,392				
1885	11,064,186	1,140,518	13,523,613	3,546,511	7,235,519	3,471,524	19,700,458	1,262,515	119,376	2,946,116	2,946,116	34,435,638				
1886	13,112,614	1,462,414	10,861,029	4,568,229	8,510,097	3,803,566	20,241,079	1,279,399	152,700	2,751,123	2,751,123	37,068,261				
1887	17,977,200	1,670,952	11,504,721	6,780,823	10,052,219	4,353,992	22,187,955	2,002,476	608,121	3,561,358	3,561,358	42,706,121				
1888	13,707,240	1,817,511	8,342,817	4,820,816	6,833,195	2,531,043	15,611,656	3,760,180	563,339	3,997,506	3,997,506	33,403,209				
1889	19,080,617	2,582,456	11,536,123	9,064,786	9,233,659	1,681,061	22,146,951	1,781,150	892,158	3,768,287	3,768,287	47,403,253				
1890	20,684,427	2,735,516	16,002,381	6,891,630	10,659,235	5,097,434	27,335,678	4,941,149	1,215,399	6,130,301	6,130,301	52,699,126				
1891	20,879,871	2,819,238	19,780,470	5,655,338	11,968,868	3,640,940	27,838,023	5,052,318	966,851	7,485,377	7,485,377	67,949,917				
1892	20,384,783	3,060,571	23,928,255	1,483,455	18,511,287	6,935,419	26,704,114	4,963,941	1,472,080	9,299,451	9,299,451	69,567,737				
1893	20,387,339	3,466,885	3,466,885	1,652,200	10,131,171	7,986,667	22,729,111	1,607,549	2,034,761	12,689,192	12,689,192	67,949,917				
1894	19,641,622	3,717,740	17,342,093	1,898,367	18,391,865	11,419,433	26,182,216	4,543,635	2,386,919	16,645,187	16,645,187	71,507,575				
1895	18,531,083	4,132,899	19,621,862	2,515,091	20,362,225	6,684,232	21,722,291	4,512,293	1,951,985	20,433,561	20,433,561	63,677,193				
1896	19,420,571	3,460,489	20,143,605	1,797,161	14,668,244	7,912,844	21,788,416	5,210,907	1,890,705	12,907,992	12,907,992	69,792,717				
1897	17,513,324	3,833,398	24,938,823	1,903,924	24,809,259	5,339,840	20,603,678	5,329,563	2,058,484	11,874,291	11,874,291	70,060,103				
1898	18,431,296	3,779,038	39,336,984	2,625,251	33,276,629	3,807,811	26,250,638	5,249,843	1,728,780	10,411,697	10,411,697	81,019,373				
1899	16,594,043	4,069,828	36,561,721	8,372,450	29,035,600	5,711,338	25,535,043	5,609,214	2,700,686	10,657,165	10,657,165	80,028,416				
1900	23,152,099	3,916,766	44,127,899	4,245,635	37,806,240	4,188,502	31,478,221	6,965,660	3,481,522	12,771,643	12,771,643	106,361,162				
1901	21,771,391	4,681,613	44,746,109	15,680,962	37,806,240	14,200,010	30,565,279	8,110,416	3,977,929	12,407,268	12,407,268	118,525,840				
1902	22,782,353	4,826,661	61,709,868	5,363,403	50,307,083	6,791,903	37,608,666	8,083,313	3,128,375	14,636,320	14,636,320	118,525,840				

VALUE OF THE IMPORTS AND EXPORTS OF THE UNITED STATES CARRIED RESPECTIVELY IN CARS AND OTHER LAND VEHICLES, &c.—*Concluded*

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 American vessels.		In Foreign vessels.		Total.	
							§	§	§			§
1888.	32,200,459	123,525,298	568,222,357	22,147,368	67,332,175	606,474,964	54,356,827	190,857,473	1,174,697,321	1,419,911,621	13.44	
1889.	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	630,912,600	66,664,378	203,805,108	1,217,063,541	1,487,533,027	13.70	
1890.	40,621,361	124,948,348	623,740,100	32,943,302	77,502,138	747,376,644	73,576,263	202,451,086	1,371,116,744	1,647,139,693	12.29	
1891.	40,932,755	127,471,678	676,511,763	31,923,439	78,968,047	773,589,324	72,856,194	206,439,725	1,450,101,087	1,729,397,066	11.94	
1892.	39,726,595	130,139,891	648,535,976	33,220,629	81,633,844	916,023,675	72,947,224	220,173,735	1,564,559,651	1,857,680,610	11.85	
1893.	41,121,094	127,065,434	635,184,394	43,862,947	70,670,073	738,132,174	87,984,041	197,765,507	1,428,316,568	1,714,006,116	12.2	
1894.	29,623,095	121,561,193	503,810,331	49,221,427	73,707,023	760,212,122	78,844,522	195,268,216	1,273,022,456	1,547,135,194	13.3	
1895.	33,201,988	108,229,615	500,538,302	49,902,754	62,277,581	695,357,830	83,101,742	170,367,196	1,255,890,192	1,589,508,139	11.7	
1896.	35,535,079	117,299,074	626,890,521	61,131,125	70,392,813	751,083,000	96,666,204	187,691,887	1,377,973,321	1,662,331,612	12.00	
1897.	35,812,620	109,133,454	619,784,338	65,082,305	79,411,823	905,969,428	100,894,925	189,075,277	1,525,753,766	1,815,723,968	11.00	
1898.	30,427,784	93,535,867	492,086,063	73,283,704	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	82,650,118	581,673,550	83,879,907	78,562,088	1,064,320,307	117,295,728	160,612,206	1,646,263,857	1,924,171,791	8.9	
1900.	44,412,509	101,304,940	701,223,735	110,483,141	90,773,252	1,193,320,689	154,895,650	195,084,192	1,894,441,424	2,244,424,266	9.3	
1901.	47,100,811	93,065,493	683,015,858	111,900,351	81,313,122	1,291,320,938	159,001,745	177,398,615	1,974,536,796	2,310,357,156	8.2	
1902.	56,366,711	102,188,002	744,766,235	123,824,337	83,631,985	1,174,263,079	180,191,048	185,819,987	1,919,029,314	2,285,010,319	8.8	

NOTE.—1. The amounts carried in cars and other land vehicles, were not separately stated prior to July 1, 1870. 2. Exports are stated in mixed gold and currency values from 1862 to 1879, inclusive.

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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 1902.

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.....	6,033,585	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.....	12,635,590	1,468,100	14,103,690	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	1,267,076	10,860,420	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	7,066,038	44,746,109	27,899,903	2,655,676	30,555,579
1902.....	46,761,353	14,948,545	61,709,898	30,518,576	7,050,090	37,568,666

NOTE.—This movement forms no part of the import and export trade.

3-4 EDWARD VII., A. 1904

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.....	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807
1893.....	2,367	1,093,927	252,283	49,651	24,714	6,518	20,656
1894.....	2,909	903,361	275,377	89,700	100,874	5,288	22,620
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
1902.....	1,328	291,938	33,001	75,314	44,678	18,503	24,291

* Apples, meal all kinds, pease, potatoes.

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on all Canals in the State of New York, during a series of thirty-four years.

HEAVY GOODS.						
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	93,613	130,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	210,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,573	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,523,358
1,167,901	5,800	26,804	93,181	830,154	202,072	1,157,291
1,092,355	1,960	36,770	81,232	881,502	215,686	1,217,150
937,999	524	40,073	93,216	832,397	136,612	1,102,822
1,450,116	536	25,204	52,094	741,934	102,275	922,043
1,400,129	267	22,614	70,353	609,368	37,641	740,243
602,505	4,263	59,402	71,334	766,723	144,076	1,045,798
957,182	1,568	74,651	33,309	682,167	89,998	931,692
744,575	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	709	30,110	100,080	774,538	90,656	996,093
489,053	15	24,077	111,430	567,911	115,983	819,416

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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	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893.....	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894.....	33,628	270,993	169,233	28,353	27,962	567	60,673
1895.....	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896.....	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897.....	9,065	324,743	390,615	14,173	25,161	8,483	44,674
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	67,736	7,119	28,485	2,961	14,024
1902.....	22,282	225,171	67,647	7,418	11,232	4,079	12,963

* Fiscal.

† Apples, meal all kinds, pease, potatoes.

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through the Welland Canal, during a period of thirty-two years, ended Dec. 31, 1902.

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	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
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
350,792	64	7,488	15,201	64,014	22,480	109,247

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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-four years.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles *	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436	.....	....
1870.	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2·05	....
1871.	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67·59	....
1872.		330,032	866,169	41,515	73,572	5,900	88	1,317,276	67·50	....
1873.	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82·10	....
1874.		650,161	459,728	3,192	44,079	112	237	1,157,509	47·18	....
1875.	5,859	695,315	273,906	1,156	36,609	2,242	3,372	1,017,559	29·38	....
1876.	231	377,317	356,064	6,334	24,488	12,205	4,691	783,331	.....	0·39
1877.	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55·52	....
1878.	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109·08	....
1879.	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99·07	....
1880.	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	162·06	....
1881.	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11·75	....
1882.	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9·96	....
1883.	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51·06	....
1884.	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37·18	....
1885.	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14·36	....
1886.	488	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72·11	....
1887.	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85·64	....
1888.	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33·87	....
1889.	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46·88	....
1890.	195	329,531	498,641	58,563	45,202	16,903	4,362	953,597	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	1,395,891	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	503,596	.....	35·32
1896.	6,971	402,114	89,726	101,154	194,442	77,162	5,575	877,144	11·53	....
1897.	1,665	168,870	303,761	88,293	48,591	65,490	11,965	688,635	.....	12·44
1898.		64,760	354,917	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	438,434	.....	44·11
1901.	3	211,317	86,240	45,624	87,357	10,326	32,862	473,729	.....	39·76
1902.		289,207	30,293	50,500	43,162	18,503	5,278	436,943	44·44

* Apples, meal 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	684	6,751	10,425	169,818	..	36·59
1873.....	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765	.....	50·80
1874.....	.....	108,288	46,127	77,007	1,103	7,053	3,747	243,325	.....	9·14
1875.....	1,728	32,690	3,034	75,083	3,308	4,989	5,931	126,763	.....	52·67
1876.....	967	21,890	1,324	63,336	117	5,703	6,638	99,975	....	62·67
1877.....	855	28,955	3,308	80,306	316	6,603	6,556	126,899	.....	52·61
1878.....	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149	.....	65·21
1879.....	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52·51
1880.....	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49·43
1881.....	758	25,352	8,064	62,793	206	14,444	4,027	115,638	.....	56·82
1882.....	813	20,274	4,401	70,862	416	22,265	7,773	126,804	.....	52·65
1883.....	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73·00
1884.....	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885.....	519	6,484	22	45,264	.....	4,613	2,945	59,847	....	77·62
1886.....	737	9,579	154	42,261	.....	1,671	4,814	59,216	....	77·88
1887.....	790	675	2	44,580	.....	716	1,370	48,133	.....	82·02
1888.....	384	2,206	168	6,237	.....	.....	2,196	11,191	....	95·82
1889.....	473	8,002	8,950	40,096	16	1,405	1,003	59,945	.....	77·61
1890.....	545	10,378	10,408	26,639	8	4,635	2,356	54,969	.....	79·47
1891.....	292	4,298	1,632	27,418	.....	2,130	3,620	39,410	....	85·28
1892.....	273	4,806	5,657	5,283	.....	199	2,340	18,558	....	93·07
1893.....	119	2,036	3,968	8,476	.....	237	2,784	17,620	....	93·43
1894.....	8	10,293	10,514	17,160	.....	.....	2,609	40,584	.....	84·84
1895.....	66	3,073	7,352	1,900	1,816	.....	258	14,465	.....	94·23
1896.....	.....	1,825	7,778	7,552	.....	.....	2,468	19,623	..	93·01
1897.....	.....	6,588	5,550	7,349	498	219	245	20,449	.....	92·37
1898.....	160	2,111	5,886	1,450	16	.....	784	10,407	....	96·12
1899.....	216	3,106 485	4,478	2,400	.....	.....	2,346	12,546	....	94·61
1900.....	214	.....	1,404	2,400	.....	.....	403	4,906	.....	98·54
1901.....	245	526	5,375	120	6,266	97·67
1902.....	159	3,678	3	632	4,472	98·34

* 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-two years, ended December 31, 1902.

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	524,889	
1873	30,660	345,720	180,042	643	1,188	3	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	374,962	
1876	15,735	194,559	144,501	1,110	24,496	1,454	384,807	
1877	13,588	248,894	169,185	10,216	2,810	2,405	448,931	
1878	8,854	188,106	185,931	1,217	3,088	2,100	389,296	
1879	10,588	271,545	114,276	803	1,196	2,387	430,795	
1880	12,467	240,601	162,891	477	1,418	417,853		
1881	9,655	121,393	103,075	252	6	1,371	235,752	
1882	12,205	205,876	54,797	537	1,954	225	275,594	
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	*1,116	1,628	248,310	
1886	19,418	146,151	218,897	4,891	14,581	403,928		
1887	23,940	210,755	114,938	1,711	12,050	12,149	375,543	
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,062	60,587	590,277	
1895	43,895	202,636	164,894	8,689	18,236	46,435	484,785	
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
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	290,400
1902	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060

* Fiscal.

† Apples, meal, all kinds, pease, potatoes.

G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of thirty-two years, ended December 31, 1902.

Year.	VEGETABLE FOOD.										HEAVY GOODS.				
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye	Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,004	14,334	89,086	28,566	235,912	235,962
1872	10,485	124,685	89,761	1,391	7,400	608	608	254,277	24,040	13,229	49,843	95,741	59,401	242,264	
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176	
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	.....	4,123	192,767	34,616	244,451	244,451
1876	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,581	107,110	25,808	297,844	297,844
1877	3,342	107,396	65,260	1,603	2,314	258	341	180,586	8,976	8,688	172,868	41,107	239,975	239,975	
1878	1,316	65,542	60,026	859	464	.....	.....	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	277	.....	11	87,826	2,405	3,648	6,318	118,573	17,737	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	65,945	18,380	42,954	42,954
1881	.....	34,320	30,031	224	.....	.....	10	65,285	4,743	3,515	65,945	18,380	42,954	42,954
1882	107	30,227	32,433	537	.....	684	14	64,002	1,313	5,570	158,552	6,464	97,905	177,161
1883	2,041	54,382	66,128	735	731	.....	14	132,496	1,299	6,901	196,462	14,533	177,161	177,161
1884	1,715	40,956	53,707	.....	9,874	.....	8,379	114,422	698	599	210,730	15,100	227,187	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	198,416	11,364	206,813	206,813
1886	7,591	53,258	94,048	.....	4,790	.....	13,201	172,888	156	5,328	189,964	11,364	206,813	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,466	82,780	627	87,828	87,828
1888	8,563	39,999	102,974	2	29,510	179	11,598	189,825	63	1,601	56	227,476	2,309	277,288	
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	594	208	162,531	1,620	164,563
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	1,587	896	227,476	1,204	231,163
1891	6,802	32,097	127,494	8,113	52,823	.....	20,115	253,444	.....	292	705	186,572	1,778	189,342
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,530	.....	576	2	183,895	.....	184,473
1895	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	344	297	206,827	188,521	297,171	297,171	
1894	17,795	53,846	105,329	28,095	27,621	.....	60,462	198,358	181	246	188,521	188,521	188,521	188,521
1895	10,169	100,512	7,904	17,029	.....	490	46,316	209,802	.....	246	188,521	188,521	188,521	188,521
1896	16,224	34,878	175,094	11,128	16,137	.....	46,456	300,402	.....	246	188,521	188,521	188,521	188,521
1897	7,237	28,919	169,057	14,173	14,969	.....	46,456	300,402	.....	246	188,521	188,521	188,521	188,521
1898	4,212	11,268	150,667	6,909	12,732	.....	46,456	300,402	.....	246	188,521	188,521	188,521	188,521
1899	6,118	12,926	81,777	2,424	19,526	1,197	22,671	209,656	965	15	207,348	207,348	207,348	207,348	
1900	7,966	18,771	60,545	2,402	39,706	923	18,198	141,892	770	339	165,143	165,143	165,143	165,143	
1901	17,165	23,557	55,531	2,149	36,344	2,149	14,248	145,787	351	1,646	553	88,931	91,481	91,481	
1902	13,785	32,639	66,111	7,418	10,006	.....	14,016	143,732	83	80	105	46,702	46,977	46,977
							12,675	142,634	214	12,911	12,911	12,911	12,911	

* Apples, meal, 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-two years, ended December 31, 1902.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity 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	305,734	3,639,805	1,078,909	70,132	114,422
1885.....	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886.....	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887.....	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888.....	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889.....	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890.....	1,167,901	519,291	4,336,199	953,397	54,969	275,619
1891.....	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444
1892.....	937,999	527,426	5,913,013	870,570	18,558	244,550
1893.....	1,452,563	805,253	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	209,056
1899.....	577,486	459,688	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
1902.....	489,053	350,792	6,532,263	436,942	4,472	142,634

* Fiscal.

SESSIONAL PAPER No. 20

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne, during the Season of Navigation in 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901 and 1902.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	256	107,575	173	68,061	241	241,313	130	50,063	800	467,016
1891.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat	62,859	56,953	36,425	33,853	190,090					
Corn	20,510	9,550	137,852	17,039	184,951					
Barley			5,444	4,061	9,505					
Oats			50,212	1,076	51,288					
Pease	390				390					
Rye	29,581	11,206	16,361	7,343	64,581					
Coal	158	20,388		3,851	24,397					
Miscellaneous merchandise	8,369	6,007	37,537	2,578	54,491					
Shingles, woodenware, &c.				4	4					
Sawed lumber..... Ft. B.M.	4,268,874	4,648,824	8,067,351	18,745,628	35,730,677					
Square lumber..... Cub. ft.	449,406	566,109			1,015,515					
Staves..... No.	1,000				1,000					
Firewood..... Cords										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	239	100,324	186	73,140	245	248,837	134	52,087	804	474,388
1892.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
Wheat	74,578	54,764	60,364	36,898	226,604					
Corn	17,477	7,369	146,080	21,631	192,548					
Barley			3,995	2,438	6,433					
Oats			36,935		36,935					
Pease	524				524					
Rye	5,066		3,718	608	9,392					
Coal	775	13,350		1,365	15,490					
Miscellaneous merchandise	2,139	2,786	44,117		49,042					
Shingles, woodenware, &c.	1		45	9	55					
Sawed lumber..... Ft. B.M.	6,278,253	7,504,256	10,494,692	26,832,564	51,109,765					
Square timber..... Cub. ft.	754,213	1,421,260	2,601	1,310	2,179,384					
Staves..... No.	46,800	32,838			79,638					
Firewood..... Cords										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	193	100,107	143	58,652	390	375,682	236	122,326	962	656,767
1893.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
Wheat	83,447	31,185	72,671	68,628	255,931					
Corn	23,817	12,946	313,246	91,083	441,092					
Barley	1,527	183	16,189	562	18,461					
Oats	223		27,903	3,038	31,164					
Pease										
Rye			3,216	455	3,671					
Coal	638	13,580		5,849	20,067					
Miscellaneous merchandise	6,179	286	44,976	1,647	53,088					
Shingles, woodenware, &c.		15	22		37					
Sawed lumber..... Ft. B.M.	13,750,267	2,748,941	17,359,573	41,863,852	75,722,633					
Square timber..... Cub. ft.	836,048	1,437,893	5,133		2,279,074					
Staves..... No.		18,484			18,484					
Firewood..... Cords										

3-4 EDWARD VII., A. 1904

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—Continued.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	199	104,649	112	57,668	287	279,621	144	63,770	742	505,708
1894.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Wheat	98,586	54,444	79,715	37,095	268,840					
Corn	10,368	5,614	122,211	31,040	169,233					
Barley	258		28,095		28,353					
Oats	175	107	27,621		27,903					
Pease										
Rye										
Coal	1,483	1,892	61	11,109	14,545					
Miscellaneous merchandise..	16,949	664	83,198	1,977	102,788					
Shingles, woodenware, &c..	22				22					
Sawed lumber..... Ft. B. M.	8,423,295	279,830	11,719,664	31,891,456	52,313,745					
Square timber..... Cub. ft.	771,328	1,578,981			2,350,309					
Staves..... No.										
Firewood..... Cords										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	209	108,776	151	73,895	205	223,743	101	41,327	666	447,741
1895.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Wheat	72,895	68,935	29,345	39,723	201,898					
Corn	16,854	3,724	126,943	17,369	164,890					
Barley	798	162	7,729		8,689					
Oats	1,531	246	16,442		18,219					
Pease										
Rye										
Coal	2	3,984		4,426	8,412					
Miscellaneous merchandise..	37,356	2,361	67,705	1,324	108,746					
Shingles, woodenware, &c..	20		863	1,079	1,962					
Sawed lumber..... Ft. B. M.	1,057,146	248,071	9,385,890	14,929,734	25,620,841					
Square timber..... Cub. ft.	1,027,913	2,049,368		35,000	3,112,281					
Staves..... No.										
Firewood..... Cords										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	224	122,521	181	82,543	343	337,983	163	96,506	911	639,553
1896.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Wheat	113,331	90,979	78,741	34,476	317,527					
Corn	9,360	3,855	218,315	88,914	320,440					
Barley	240		11,123		11,368					
Oats	441	1,270	24,847	1,620	28,178					
Pease	1,403	1,354		273	3,030					
Rye	5,035	644	2,837	454	8,970					
Coal	7	11,106	1,255	629	11,997					
Miscellaneous merchandise..	29,820	1,452	82,319	4,374	117,965					
Shingles, woodenware, &c..	134		22		156					
Sawed lumber..... Ft. B. M.	2,123,213		18,259,810	27,796,146	48,179,169					
Square timber..... Cub. ft.	942,923	1,649,145		246,024	2,838,092					
Staves..... No.										
Firewood..... Cords				55	55					

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1.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	114,885	109	67,475	168	182,444	71	30,309	564	395,113
1900.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat	67,694	43,157	23,066	2,130	136,047					
Corn	39,597	31,248	78,701	13,963	163,509					
Barley .....	.....	.....	2,402	1,047	3,449			
Oats .....	.....	.....	39,706	407	40,113			
Pease	115	.....	4	.....	119			
Rye	1,389	.....	2,149	.....	3,538			
Coal	723	637	433	559	2,352					
Miscellaneous merchandise ..	53,649	31,536	43,344	3,564	132,093					
Shingles, woodenware, &c. ...	1,078	.....	.....	.....	1,078		
Sawed lumber..... Ft. B.M.	6,847,279	5,344,258	14,984,483	18,770,405	45,946,425					
Square timber..... Cub. ft.	439,827	355,951	11,583	198,420	1,005,781					
Firewood..... Cords.	126	255	.....	.....	381			
Staves..... No.	1,000	.....	.....	.....	1,000		
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	197	103,802	114	59,022	163	182,497	48	22,319	522	367,640
1901.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat	57,641	58,973	31,955	1,241	149,810					
Corn	7,350	4,689	53,717	.....	67,756				
Barley .....	.....	.....	7,119	.....	7,119		
Oats	944	.....	27,197	.....	28,141			
Pease .....	.....	.....	.....	.....	.....
Rye	2,961	.....	.....	.....	2,961		
Coal	1,960	362	357	.....	2,679				
Miscellaneous merchandise ..	71,300	32,312	12,874	7,469	123,955					
Shingles, woodenware, &c. ...	18	.....	.....	.....	18		
Sawed lumber..... Ft. B.M.	6,533,423	4,060,251	11,089,806	13,092,940	34,776,420					
Square timber..... Cub. ft.	362,441	204,682	9,384	149,531	726,038					
Firewood..... Cords.	165	264	.....	.....	429			
Staves..... No.	.....	.....	.....	.....	.....
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	388,185
1902.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat	82,954	85,973	52,889	.....	221,816				
Corn	148	1,388	66,111	.....	67,647				
Barley .....	.....	.....	7,418	.....	7,418		
Oats	1,200	43	9,963	.....	11,206				
Pease .....	.....	.....	.....	.....	.....
Rye	3,808	.....	271	.....	4,079			
Coal	3,977	25,732	13,497	8,332	51,538					
Merchandise.....	33,111	8,723	38,351	1,594	81,779					
Shingles, woodenware, &c. ...	47	28	4	.....	79				
Sawed lumber..... Ft. B.M.	13,218,960	3,256,187	25,437,287	19,540,426	61,452,860					
Square timber..... Cub. ft.	370,718	557,689	115,000	1,043,407					
Firewood..... Cords.	56	40	96					
Staves..... No.	14,000	14,000					

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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 1902.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	195	95,377	116	71,311	178	187,504	42	17,982	531	372,174
1902.	Tons.		Tons.		Tons.		Tons.		Tons.	
<i>Class 3.</i>										
Cement and water lime.....	178				784				962	
Fish.....					45				45	
Iron, railway.....	1,029		10,720						11,749	
" pig.....	446				112				558	
" all other.....	3,651		341		184				4,176	
Salt.....	4								4	
Steel.....	42								42	
Articles not enumerated.....	281				1,220				1,501	
<i>Class 4.</i>										
Crockery and earthenware...	96								96	
Marble.....					1,251				1,251	
Manilla.....	1				39				40	
Nails.....	1,997								1,997	
Paint.....	110								110	
Pitch and tar.....	34								34	
Sugar.....	1,369				1,001				2,370	
Tin.....	481		25		44				550	
Merchandise not enumerated	4,449				27,021				31,470	
<i>Class 5.</i>										
Produce of wood.....	2,334		6,224		223				8,781	
<i>Special Class.</i>										
Unenumerated articles.....	65				12,392		618		13,075	
Total.....	16,567		17,310		44,316		618		78,811	

Canadian steam vessels carried.....	Tons.	16,567
" sail.....		17,310
United States steam vessels carried.....		44,316
" sail.....		618

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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 1902, is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels.....	16,567	
" sail ".....	17,310	
Total quantity in Canadian vessels.....		33,877
In United States steam vessels.....	44,316	
" sail ".....	618	
Total in United States vessels.....		44,934
Grand total freight passed up the Welland Canal in Canadian and United States vessels.....		78,811

STATEMENT of the quantity of Through Freight passed up and down on the Welland Canal, during the season of navigation in 1902.

Summary.	Tons.	Tons.
In Canadian steam vessels up.....	16,567	
" " down.....	154,833	
Total in Canadian steam vessels.....		171,400
In Canadian sail vessels up.....	17,310	
" " down.....	133,397	
Total in Canadian sail vessels.....		155,707
Total quantity in Canadian vessels.....		327,107
In United States steam vessels up.....	44,316	
" " down.....	230,914	
Total in United States steam vessels.....		275,230
In United States sail vessels up.....	618	
" " down.....	43,142	
Total in United States sail vessels.....		43,760
Total quantity in United States vessels.....		318,990
Total in Canadian and United States vessels.....		646,097
	Down or East bound.	Up or West bound.
In Canadian vessels.....	293,230	33,877
In United States vessels.....	274,056	44,004
Total.....	567,286	77,881

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 1932
CANADIAN STEAM VESSELS

Vessel Name	Registered at Welland Canal				Registered at Welland Railway Elevator				Registered at Welland Canal				Registered at Welland Railway Elevator			
	Wt. (Tons)	Length (Feet)	Beam (Feet)	Depth (Feet)	Wt. (Tons)	Length (Feet)	Beam (Feet)	Depth (Feet)	Wt. (Tons)	Length (Feet)	Beam (Feet)	Depth (Feet)	Wt. (Tons)	Length (Feet)	Beam (Feet)	Depth (Feet)
1	1000	100	30	10	1000	100	30	10	1000	100	30	10	1000	100	30	10
2	1200	120	35	12	1200	120	35	12	1200	120	35	12	1200	120	35	12
3	1500	150	40	15	1500	150	40	15	1500	150	40	15	1500	150	40	15
4	2000	200	50	20	2000	200	50	20	2000	200	50	20	2000	200	50	20
5	2500	250	60	25	2500	250	60	25	2500	250	60	25	2500	250	60	25
6	3000	300	70	30	3000	300	70	30	3000	300	70	30	3000	300	70	30
7	3500	350	80	35	3500	350	80	35	3500	350	80	35	3500	350	80	35
8	4000	400	90	40	4000	400	90	40	4000	400	90	40	4000	400	90	40
9	4500	450	100	45	4500	450	100	45	4500	450	100	45	4500	450	100	45
10	5000	500	110	50	5000	500	110	50	5000	500	110	50	5000	500	110	50
11	5500	550	120	55	5500	550	120	55	5500	550	120	55	5500	550	120	55
12	6000	600	130	60	6000	600	130	60	6000	600	130	60	6000	600	130	60
13	6500	650	140	65	6500	650	140	65	6500	650	140	65	6500	650	140	65
14	7000	700	150	70	7000	700	150	70	7000	700	150	70	7000	700	150	70
15	7500	750	160	75	7500	750	160	75	7500	750	160	75	7500	750	160	75
16	8000	800	170	80	8000	800	170	80	8000	800	170	80	8000	800	170	80
17	8500	850	180	85	8500	850	180	85	8500	850	180	85	8500	850	180	85
18	9000	900	190	90	9000	900	190	90	9000	900	190	90	9000	900	190	90
19	9500	950	200	95	9500	950	200	95	9500	950	200	95	9500	950	200	95
20	10000	1000	210	100	10000	1000	210	100	10000	1000	210	100	10000	1000	210	100

CANADIAN VESSELS SAID

Vessel Name	Registered at Welland Canal	Registered at Welland Railway Elevator	Registered at Welland Canal	Registered at Welland Railway Elevator
1	1000	1000	1000	1000
2	1200	1200	1200	1200
3	1500	1500	1500	1500
4	2000	2000	2000	2000
5	2500	2500	2500	2500
6	3000	3000	3000	3000
7	3500	3500	3500	3500
8	4000	4000	4000	4000
9	4500	4500	4500	4500
10	5000	5000	5000	5000
11	5500	5500	5500	5500
12	6000	6000	6000	6000
13	6500	6500	6500	6500
14	7000	7000	7000	7000
15	7500	7500	7500	7500
16	8000	8000	8000	8000
17	8500	8500	8500	8500
18	9000	9000	9000	9000
19	9500	9500	9500	9500
20	10000	10000	10000	10000

INTER-STATE STEAM VESSELS

Vessel Name	Registered at Welland Canal	Registered at Welland Railway Elevator	Registered at Welland Canal	Registered at Welland Railway Elevator
1	1000	1000	1000	1000
2	1200	1200	1200	1200
3	1500	1500	1500	1500
4	2000	2000	2000	2000
5	2500	2500	2500	2500
6	3000	3000	3000	3000
7	3500	3500	3500	3500
8	4000	4000	4000	4000
9	4500	4500	4500	4500
10	5000	5000	5000	5000
11	5500	5500	5500	5500
12	6000	6000	6000	6000
13	6500	6500	6500	6500
14	7000	7000	7000	7000
15	7500	7500	7500	7500
16	8000	8000	8000	8000
17	8500	8500	8500	8500
18	9000	9000	9000	9000
19	9500	9500	9500	9500
20	10000	10000	10000	10000

REGISTRATION

Vessel Name	Registered at Welland Canal				Registered at Welland Railway Elevator				Registered at Welland Canal				Registered at Welland Railway Elevator			
	Wt. (Tons)	Length (Feet)	Beam (Feet)	Depth (Feet)	Wt. (Tons)	Length (Feet)	Beam (Feet)	Depth (Feet)	Wt. (Tons)	Length (Feet)	Beam (Feet)	Depth (Feet)	Wt. (Tons)	Length (Feet)	Beam (Feet)	Depth (Feet)
1	1000	100	30	10	1000	100	30	10	1000	100	30	10	1000	100	30	10
2	1200	120	35	12	1200	120	35	12	1200	120	35	12	1200	120	35	12
3	1500	150	40	15	1500	150	40	15	1500	150	40	15	1500	150	40	15
4	2000	200	50	20	2000	200	50	20	2000	200	50	20	2000	200	50	20
5	2500	250	60	25	2500	250	60	25	2500	250	60	25	2500	250	60	25
6	3000	300	70	30	3000	300	70	30	3000	300	70	30	3000	300	70	30
7	3500	350	80	35	3500	350	80	35	3500	350	80	35	3500	350	80	35
8	4000	400	90	40	4000	400	90	40	4000	400	90	40	4000	400	90	40
9	4500	450	100	45	4500	450	100	45	4500	450	100	45	4500	450	100	45
10	5000	500	110	50	5000	500	110	50	5000	500	110	50	5000	500	110	50
11	5500	550	120	55	5500	550	120	55	5500	550	120	55	5500	550	120	55
12	6000	600	130	60	6000	600	130	60	6000	600	130	60	6000	600	130	60
13	6500	650	140	65	6500	650	140	65	6500	650	140	65	6500	650	140	65
14	7000	700	150	70	7000	700	150	70	7000	700	150	70	7000	700	150	70
15	7500	750	160	75	7500	750	160	75	7500	750	160	75	7500	750	160	75
16	8000	800	170	80	8000	800	170	80	8000	800	170	80	8000	800	170	80
17	8500	850	180	85	8500	850	180	85	8500	850	180	85	8500	850	180	85
18	9000	900	190	90	9000	900	190	90	9000	900	190	90	9000	900	190	90
19	9500	950	200	95	9500	950	200	95	9500	950	200	95	9500	950	200	95
20	10000	1000	210	100	10000	1000	210	100	10000	1000	210	100	10000	1000	210	100

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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, during the Seasons of Navigation in 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901 and 1902.

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Cement and water lime.....													
Clay, fire and sand.....									52	15	15		
Iron railway.....					195	79	5	7,564	6,217	5,963	508	1,478	50
Iron, pig.....		371			1	1,706	2,020	375	1,351	3,000	4,292	1,178	5,785
" all other.....						394	200				5,420		
Steel.....							200						
Stones, for cutting.....			54		50	28	1,263						
Apples.....				600		258	240		3,960	596	1,288		
Barley.....				278,564	60,661	70,235	182,330	267,583	310,498	150,999	109,359	14,319	1,719
Corn.....								3,293	5,687			4,965	
Flaxseed.....								1,029	653	4,229	1,595	1,400	6,755
Flour.....	3,065	3,324	2,874	5,514	16,503	30,916	11,961						
Mead, all kinds.....	222	67	16		4	65						35	
Oats.....	479			9,761	175	1,654	12,373	6,847	3,975	10,250	8,922	1,584	1,442
Oil cake.....		390	524				3,020	2,078	260		115		
Pease.....	1,120	64,978	9,119	3,669			8,323	8,435	15,488	923	3,078	2,961	4,079
Rye.....			75					216	141	200		50	
Salt.....							20			96		246	
Seeds, all kinds.....		2											
Hay, pressed.....		1						51				23	
Tobacco, raw.....													
Wheat.....	75,515	159,785	194,281	209,212	212,557	158,643	255,198	278,498	184,154	169,978	121,896	132,792	200,975
All other agricultural products, vegetable.....	3	2			29		29		56		32		
Hides, skins, horns and hoofs.....			20										
Horses.....			2	1	1	1	1	1	4	1	1		
Lead and hard oil.....		100										1,455	
Meats, all kinds.....												144	
Pork.....		201			717		1					34	
All other agricultural products, animal.....	117		103										
Total, Class 3.....	220,545	281,762	290,757	507,321	201,151	264,740	477,541	576,008	532,499	345,565	256,491	161,849	220,805
<i>Class 4.</i>													
Agricultural implements.....												1,785	13
Ashes.....	70	40	17	23	19	34	94	133	73	3	25	3	
Crockery.....							5			55			

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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.—*Concluded.*

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Furniture.....	1	2	1		2			1			1	5	
Glass, all kinds.....	1	1					9	53	75	16	6	1	
Molasses.....						100	167	9	56	139			54
Nails.....										1			
Oil.....	6					6	23	112	1,141	7,143	15,647	14,987	12,091
Paint.....						2						17	
Pitch and tar.....													
Rags.....							4					4	
Soda ash.....												112	
Sugar.....							1						
Stone, wrought.....													
Tobacco.....										96			
White lead.....											16		
Whisky, beer and other spirits.....	26	105	6	1		101		46	4	74	11	32	
Mercandise, not enumerated.....	142	278	36	4	330	558	376	1,226	866	518	92	2,420	419
Total, Class 4.....	246	426	60	28	351	801	679	1,580	2,215	7,969	15,798	19,366	12,577
<i>Class 5.</i>													
Barrels, empty.....			1			1				1	182	66	15
Hoops.....		3,908	1,678	667	683	1,117	657	257	3,065	924	15,760	2,635	1,085
Saved lumber.....	3,579		8					478					
Staves, pipe and barrel.....			200					4,716					
Timber, square, in vessels.....		5,680	400				1,200	1,207	329				
" " in rafts.....	1				6								17
Woodenware.....													
Total, Class 5.....	3,580	9,588	2,327	667	689	1,118	1,857	6,658	3,394	951	15,942	3,205	1,117
<i>Special Class.</i>													
Coal.....	224,371	291,776	263,144	508,016	292,191	266,659	480,077	581,246	538,108	28,231	184,420	250,475	15,976
Grand total.....	224,371	291,776	263,144	508,016	292,191	266,659	480,077	581,246	538,108	28,231	184,420	250,475	15,976

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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, during the Seasons of Navigation in 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901 and 1902.

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks.....	252	469			1	24	15	70	70	24	49	196	22
Brimstone.....	62	2,380	1,570	3,169	2,281	1,859	1,686	837	996	997	1,931	2,916	30
Cement and water lime.....	8	206	240		233			4	114	8	4	2	178
Clay, lime and sand.....	26	7	426	465	512	7		10	9	10	8	8	
Fish.....										4			
Gypsum.....	20,003	2,855	1,171	6,576	20		1,687				74	748	11,735
Iron, railway.....			112	25		56	28	6			3		568
" pig.....	20	112	74	25									
" all other.....	584	595	387	543	114	1,831	727	559	699	1,318	1,428	4,950	2,904
Salt.....	7,410	4,391	2,634	995	843	432	822	25	35	48		75	4
Steel.....	1		269	426	248	528			19	18		3	11
Stone for cutting.....	12		145				4	62					
Flour.....	48			3								16	
Hay.....						124							
Meals.....					15								
Oats.....													
Potatoes.....													
Seeds, all kinds.....	100				33	25	99	121	56	121	218	302	58
Tobacco, raw.....													1
Agricultural products not enumerated, vegetables.....		52			5	26		4				1	1
Hides and skins.....						26							16
Horses.....							1		1				
Lard and lard oil.....	72		16			1			2				11
Pork.....	33											1	
Wool.....	13	2	13										
All other articles not enumerated.....	1	2			10								
Total, Class 3.....	28,675	11,071	6,345	12,292	4,335	5,432	5,080	1,698	2,631	2,500	3,761	9,222	15,520
<i>Class 4.</i>													
Ashes, pot and pearl.....	10	31	88					1					
Crockery and earthenware.....	11	251	8	98	107	12	83	4	33	3	5		2
Dye woods, &c.....													
Furniture.....		1	3					2				1	

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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 1890 to 1902, inclusive.

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks	4							845	300		18		
Cement and water lime					5								
Fish						181			770				
from, railway						214			324		714		30
" all other		1											
Salt		10											
all other		494										165	
Steel									2,951		3,110		
Stone for cutting													
Apples													
Barley	6,519	8,113	6,483	16,751	28,095	7,904	11,128	14,173	6,909	2,421	2,402	7,119	7,418
Corn	180,812	127,494	131,222	198,777	103,329	100,512	175,094	169,037	130,607	81,777	60,545	55,531	66,111
Flour	9,204	6,802	11,018	6,588	17,795	10,169	16,224	7,237	4,212	6,118	7,966	17,168	13,785
Hay, pressed								301					
Meal, all kinds	20,482	26,046	31,724	36,352	60,390	46,316	46,456	41,644	22,626	18,198	14,244	11,016	12,675
Oil cake						29							
Oats	27,030	52,823	36,935	23,870	27,621	16,442	16,137	14,969	12,729	19,525	39,706	26,344	10,005
Pease									45		4		
Potatoes													
Rye									1,197		2,149		
Flaxseed													
Seeds, all kinds	135	256	50	16	14	14	78	299	44	11			10
Tobacco													
Wheat	31,527	32,097	26,930	28,187	53,846	27,881	34,878	28,919	11,268	12,926	18,771	23,557	32,639
Agricultural products, vegetables,	14	42									6	10	
Hides and skins, &c.													
Horses													
Land and land oil, &c.	1	3			4			23					
Meats, other than pork	30	10						3					
Pork	15	2	29					1,444	3,671	864	1,588	1,680	2,413
Sheep	88	73											
Tallow													
Wool													
Total, Class 3.	275,803	255,553	244,434	311,617	294,654	211,340	303,665	280,319	219,434	158,720	154,680	147,947	146,581
<i>Class 4.</i>													
Agricultural implements													399
Crockery and earthenware													
Furniture	21	7										3	17

3-4 EDWARD VII., A. 1904

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 1890 to 1902, inclusive—*Concluded*.

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Glass, all kinds.....													
Marble.....		1								8		4	
Molasses.....										11			
Nails.....					57					367			
Oil, in barrels.....		1				30	1,005	198	119	2		22	1,594
Paint.....									3	1			
Rags.....													
Soda ash.....													
Stone, wrought.....						59	165	31			154	448	280
Sugar.....													
White lead.....			46	83		15			34	163	1	1	
Whisky, beer and all other spirits.....	228	1,865	1,331	1,693	2,976	7,656	3,990	3,591	3,828	6,219	7,889	3,327	1,928
Merchandise.....	1,822												
Total, Class 4.....	2,075	2,041	1,421	1,782	3,033	7,762	5,160	3,820.	3,986	6,783	8,164	3,805	4,218
<i>Class 5.</i>													
Empty barrels.....				9			16					282	
Firewood, in vessels.....							165						
Lumber, sawn, in vessels.....	38,030	45,904	54,173	68,985	62,905	41,974	75,515	68,280	52,844	57,695	55,128	38,685	72,806
Masts and spars, in vessels.....								403					
Hoops.....													
Railway ties, in vessels.....						446							
Staugles.....				13									
Staves, barrel.....													
Timber, square, in vessels.....								1,040					
Woodenware, &c.....	8	4	54				12	1					
Total, Class 5.....	38,038	45,508	54,227	69,007	62,905	42,920	75,702	69,724	52,844	57,695	55,133	38,367	72,810
<i>Special Class.</i>													
Coal.....	615	1,382	651	2,123	727	603	1,255		759	2,293	992	357	501
Stone, not suitable for cutting.....	18												
Kryolite.....	1,620	1,773											
Total, Special Class.....	2,253	3,155	651	2,123	727	603	1,255		759	2,293	992	357	501
Grand total.....	318,259	306,257	300,733	384,559	361,319	262,585	385,782	353,863	277,023	225,491	218,969	190,476	224,110

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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 1902.

Name of Vessel.	Original Quantity through the Welland Canal.	Quantity tranship- ped at Kingston and Prescott.	Cargo through the St. Lawrence Canals to Montreal
	Tons.	Tons.	Tons.
Canadian Steamer Arabian.....	1,170		1,170
" " ".....	1,200		1,200
" " ".....	1,200		1,200
" " ".....	1,200		1,200
" " ".....	1,200		1,200
" " Advance.....	300	77	223
" " Bothnia.....	1,200		1,200
United States " Brittanica.....	1,230		1,230
" " ".....	810		810
" " ".....	1,200		1,200
Canadian " Cuba.....	480		480
United States " John Duncan.....	1,237		1,237
" " ".....	1,230		1,230
" " J. H. Farwell.....	1,020		1,020
" " ".....	600		600
" " ".....	150		150
" " ".....	1,020		1,020
Canadian " Glengarry.....	630		630
" " ".....	630		630
" " ".....	615		615
United States " Ionia.....	1,253		1,253
" " ".....	450		450
" " ".....	1,320		1,320
" " ".....	1,350		1,350
Canadian " Lake Michigan.....	480		480
" " ".....	493		493
" " ".....	489		489
" " ".....	435		435
" " ".....	390		390
" " ".....	420		420
United States " Monteagle.....	1,200		1,200
" " ".....	1,200		1,200
" " ".....	1,200		1,200
" " ".....	780		780
Canadian " Myles.....	1,200	60	1,140
" Barge Dunmore.....	1,260		1,260
" " Melrose.....	1,515	315	1,200
" " Hamilton.....	1,800		1,800
Total.....	35,557	452	35,105

Number of cargoes of wheat	38
Quantity through Welland Canals to Kingston and Prescott	35,557 tons.
" transhipped at Kingston and Prescott	452 "
" taken to Montreal in vessels in which it arrived at Kingston and Prescott.....	35,105 "

3-4 EDWARD VII., A. 1904

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 1902.

Name of Vessel.	Original Quantity through the Welland.	Quantity transhipped at Kingston and Prescott.	Cargo through the St. Lawrence Canals to Montreal.
Cuba	148	.....	148

Number of cargoes of corn	1
Quantity through Welland Canal to Kingston and Prescott	148 tons.
" transhipped at Kingston and Prescott .....	.....
" taken to Montreal in vessels in which it arrived at Kingston and Prescott	148 "

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 1902.

	Number of Cargoes.	Total Number.
Wheat	38	
Corn	1	
Total		39
	Tons.	Tons.
Quantity of wheat through the Welland Canal, bound for Montreal	35,557	
" corn	148	
Total through Welland Canal		35,705
Quantity of the above transhipped at Kingston and Prescott—		
Wheat	452	
Corn		
Total transhipped		452
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston and Prescott—		
Wheat	35,105	
Corn	148	
Total quantity to Montreal		35,253
Grand total		35,705

3-4 EDWARD VII., A. 1904

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 1902.

Summary.	Tons.	Tons.
Canadian steam vessels—73 cargoes of grain	88,110	
" sail " 58 " 	87,404	
Total in Canadian vessels		175,514
United States steam vessels—135 cargoes of grain	136,652	
" sail " 		
Total in United States vessels.....		136,652
Total in Canadian and United States vessels.....		312,166
Distributed as follows:—		
22 Canadian and 17 United States vessels arrived at Kingston and discharged part of their cargoes, taking the balance to Montreal		35,253
227 vessels arrived at Kingston, Ogdensburg and other ports and discharged all their cargoes as follows:—		
109 cargoes in Canadian vessels.....	156,459	
118 " United States vessels	119,550	
Quantity discharged by the 3 Canadian vessels which took the balance to Montreal.....	452	
Total quantity discharged	276,461	
Total quantity of above transhipped from Kingston and Ogdensburg to Montreal.....		*166,866
Quantity transhipped from Kingston and Ogdensburg to Cardinal.....		9,999
" remaining at Kingston, Ogdensburg and other American ports.....		100,948
Total		312,166

* Of this quantity 5,589 tons were transhipped from Kingston, and 597 from Ogdensburg,* being grain of 1901.

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Q.—COMPARATIVE STATEMENT of the Quantity of Grain passed Down the Welland Canal to Kingston, Prescott and Ogdensburg, during the Seasons of Navigation in 1901 and 1902.

	1901.		1902.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston and Prescott in Canadian vessels.....	112	132,558	131	175,514
Quantity arrived at Kingston, Prescott and Ogdensburg in United States vessels.....	135	123,229	135	136,652
Total.....	247	255,787	266	312,166
Quantity transhipped at Kingston, Prescott and Ogdensburg in Canadian vessels for Montreal.....		124,939		166,866
Quantity taken to Montreal in vessels in which it arrived at Kingston and Prescott.....		17,303		35,253
Quantity remaining at Kingston, Prescott, Ogdensburg and Cardinal.....		*113,545		110,047
Total.....		255,787		312,166

* Of this quantity 6,096 tons were transhipped to Montreal in 1902.
 36 vessels took their cargoes through in 1902, against 22 in 1901.
 3 " discharged part of their cargo in 1902, against 3 in 1901.
 227 " " all their cargo in 1902, against 222 "

R.—STATEMENT showing the Number of Vessels, their Tonnage, Number of Passengers and Tons of Freight passed down the Rapids of the St. Lawrence Canals, during the Season of Navigation in 1902.

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.	
Prescott to Montreal.....	4	119	61,816	10,717	329	793	.....	.....	1,743 59
" Lachine.....	3	45	24,466	2,418	977	1,336	.....	.....	629 31
Soulanges to Montreal.....	2	2	773	.....	.....	.....	.....	.....	2 90
" Lachine.....	1	140	21,381	3,097	1,678	191	34	.....	194 65
Lachine to Montreal . . .	1	243	51,781	16,766	817	625	4	571 55
Total	549	160,217	32,998	3,801	2,945	38	3,142 00

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S.—The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1902, inclusive, and the amount of Tolls collected thereon, is as follows:—

Years.	From Canadian Ports to Canadian Ports.		From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total Tons.	Amount of Tolls Paid — Rate 20 cents a ton. — \$ 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.....			172,381	878	17,365	27,183	217,807	43,561 40
1889.....			226,352	1,124	12,036	25,931	265,443	53,188 60
1890.....	80		116,616	615	17,280	22,781	202,372	38,222 30
1891.....			185,190	1,382	17,374	20,698	224,644	44,928 20
1892.....			183,244	651	12,391	15,330	211,616	42,284 13
1893.....			204,704	2,123	8,325	17,944	233,096	46,619 20
1894.....			187,794	727	1,269	13,947	203,737	40,789 93
1895.....	4		148,887	603	1,565	7,807	158,866	31,773 05
1896.....	20	210	206,093	1,255	4,127	11,740	223,445	44,668 20
1897.....		4	165,143		1,277	9,799	176,223	35,244 60
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
1902.....			12,410	501	65	51,037	64,013	12,845 60

NOTE.—Tolls on soft coal passed down the Welland Canal, during the season of 1890, were reduced from 20 to 10 cents a ton, per O. C. 11th May, 1890, for the season of 1890 only, the rate for 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901 and 1902 being 20 cents a ton for passage either eastward or westward.

T.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canal during the seasons of 1885 to 1902, inclusive.

Years.	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	169,532	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
1902.....	9,231	95,702	104,933	11,958 90

NOTE.—Coal is allowed to pass free up the St. Lawrence Canals.

SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian Ports between Port Dalhousie and Cornwall, and the Quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the years 1891 to 1902, inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1891.	Tons.	Tons.	Tons.
Ashes.....	40		
Agricultural products.....	2		42
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Coal.....		20,698	1,382
Flour.....	3,324		8,802
Fish.....			1
Furniture.....	2	2	7
Glass.....	1		1
Horses.....	2		3
Hay.....		21	
Iron, pig.....	371	128	
" all other.....		1,036	10
Lard and lard oil.....	190	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
Kryolite.....		1,098	1,773
Lumber, in vessels.....	2,991	1,300	56,456
" in rafts.....	917		
Timber, square, in rafts.....	5,689	14,638	
Barrels.....			4
Wheat.....	12,169	291,776	317,209
Corn.....	5,648	54,315	*17,817
Total.....	309,593	54,315	299,392

* This quantity of grain was transhiped 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.

3-4 EDWARD VII., A. 1904

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.
1892.			
Ashes, pot and pearl.	17	2	
Apples.	54		
Barley.			6,433
Corn.	53,689	7,637	131,222
Coal.		14,830	651
Flour.	2,874		11,918
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	26,550
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.	200	76	
Shingles.			25
Total.	263,144	74,227	330,403
*Wheat.	+4,341	-4,341	
Total.	267,485	69,886	330,403

* This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators, and subsequently transhipped to Montreal.

A refund of 18 cents a ton, Welland Canal tolls, was allowed on wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat which passed down the whole length of the Welland and St. Lawrence Canals, to Montréal, or any port east of Montreal, and such products exported out of the country, and in such cases only.

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.
1893.			
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.			160
" all other.			2
Meal, all kinds		1,025	36,352
Meats, other than pork			1
Oats	9,761	1,090	20,313
Pork			52
Rye	3,669	1	1
Salt		286	
Seeds, all kinds			16
Wheat	209,212	17,602	29,117
Whisky, beer, &c.	1		83
Wool			80
Merchandise not enumerated.	4	2	1,693
Barrels, empty			9
Firewood (in rafts)		15	
Lumber, sawn, in vessels	667	1,981	123,665
Shingles			13
Square timber		45,605	
Staves and headings, barrel		12	
" pipe		7	
" West India		53	
Total	508,016	93,737	393,748

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1893.

The tolls were, however, reduced by Order in Council of 13th February, 1893, as follows:—"For the season of 1893, the canal toll for the passage of the following food products: wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, for passage eastward through the Welland Canal be ten cents per ton; and for passage eastward through the St. Lawrence Canals only, ten cents per ton, payment of the said toll of ten cents a ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canal."

3-4 EDWARD VII., A. 1904

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.
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		
Total.....	292,191	80,681	373,070

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1894.

The tolls were, however, reduced by Order in Council of 16th April, 1894, as follows:—For the season of 1894, the canal tolls for the passage of the following food products: wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, for passage eastward through the Welland Canal be ten cents per ton; and for passage eastward through the St. Lawrence Canals only, ten cents per ton, payment of the said toll of ten cents a ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals.

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.
1895.	Tons.	Tons.	Tons.
Apples.....	28		
Ashes.....	34	15	
Barley.....	959		7,730
Bricks.....		651	
Coal.....		7,809	603
Corn.....	70,235	2,912	91,743
Flour.....	30,916	1,824	10,265
Furniture.....		12	2
Glass.....		1	
Horses.....	1	1	
Hides, skins, &c.....			8
Iron, railway.....			181
" pig.....	79	1,994	
" all other.....	1,766	1,408	214
Lard and lard oil.....			6
Meal, all kinds.....	65		46,316
Meats other than pork.....			30
Molasses.....	100		
Oats.....	1,654	123	16,442
Oil, in barrels.....	6	41	30
Pork.....			87
Paint.....	2		
Salt.....		36	
Stone, for cutting.....		430	
Seeds, all kinds.....			14
Steel.....	394		462
Sugar.....			59
Spirits, beer, &c.....	101	84	15
Tobacco.....		16	
Wheat.....	*158,643	29,061	17,908
Wool.....			1,536
Merchandise not enumerated.....	558	1,302	7,656
Barrels, empty.....	1		
Sawn lumber, in vessels.....	1,117	492	43,286
Railway ties.....			1,942
Shingles.....		19	
Square timber, in vessels.....		63,715	500
Total.....	266,659	111,946	247,035

* Of this amount 3,469 tons came down to Kingston in 1894, 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.

3-4 EDWARD VII., A. 1904

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.
1896.	Tons.	Tons.	Tons.
All other (vegetable).....	29		
Apples.....	+1,263		
Ashes.....	94		
Barley.....	240		11,128
Cement and water-lime.....	12		
Coal.....		11,742	1,255
Corn.....	182,530	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.

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.
1897.	Tons.	Tons.	Tons.
Agricultural products, vegetable			32
Ashes	133		
Barley			14,173
Bricks		739	845
Clay, lime and sand	38	430	
Coal		9,803	
Corn	*264,396	11,103	115,689
Flaxseed	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			1,444
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.

3-4 EDWARD VII., A. 1904

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.
1898.	Tons.	Tons.	Tons.
Agricultural products, vegetable.....	56		
Ashes.....	73		
Barley.....	3,960	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
Flaxseed.....	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.

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.
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 ore		26,125	
" all other	5,063		294
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	*169,978	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	37,695
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 Ogdeusburg and Prescott in 1898, were stored there, and transhipped to Montreal in 1899.

* Of this quantity of oats 187 tons passed down on Dunnville pas 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.

3-4 EDWARD VII., A. 1904

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.
1900.	Tons.	Tons.	Tons.
Agricultural 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.

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.
1901.	Tons.	Tons.	Tons.
Agricultural implements.....	1,785		
" products, vegetable.....			10
Ashes.....	3		
Barley.....			7,119
Coal.....		2,322	357
Corn.....	14,319	4,828	48,609
Flaxseed.....	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.....	1,153	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.....	1,083	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
Tabacco, 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.

3-4 EDWARD VII, A. 1904

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.
1902.			
Agricultural implements.....	13		399
Barley.....			7,418
Coal.....	15,976		35,562
Corn.....	1,719	10,335	55,593
Fish.....		1	
Flour.....	6,755	5,697	7,030
Furniture.....			17
Iron, railway.....	50		
" all other.....	5,785		220
" ore.....		3,492	18,988
Lard and lard-oil.....			2,413
Meal, all kinds.....			12,675
Molasses.....	54	18	
Oats.....	1,442		9,764
Oil (in barrels).....	12,091	131	1,594
Oil cake.....			110
Paint.....		20	
Pitch and tar.....		33	
Pork.....			632
Rye.....	4,079		
Seeds, all kinds.....			10
Sugar.....			280
Wheat.....	* 200,975	12,452	8,389
Wool.....			752
Merchandise not enumerated.....	419	172	1,928
Barrels (empty).....	5	15	● 4
Firewood, in vessels.....		288	
Lumber, sawn, in vessels.....	1,085	2,178	97,300
Saw logs.....		28	
Square timber, in vessels.....		20,838	
Staves (barrel).....		35	
Woodenware.....	17		
Total.....	250,475	55,733	261,078

* Of this quantity 6,096 tons were transhipped to Montreal being grain of 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	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports on the south side of Lake Ontario.
1891.	Tons.	Tons.	Tons.
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Oats.....			52,823
Pease.....	390		
Rye.....	64,978	969	
Wheat.....	154,785	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	230,403
1893.			
Barley.....	600	1,110	16,751
Corn.....	278,564	5,752	156,776
Oats.....	9,761	1,090	20,313
Pease.....			
Rye.....	3,669	1	1
Wheat.....	209,212	17,602	29,117
Total grain.....	501,806	25,555	222,958
Other articles.....	6,210	68,182	170,790
Total.....	508,016	93,737	393,748
1894.			
Barley.....	258		28,095
Corn.....	60,661	3,243	105,329
Oats.....	175	107	27,621
Pease.....			
Rye.....			
Wheat.....	212,557	13,349	42,934
Total grain.....	273,651	16,699	203,979
Other articles.....	18,540	63,982	169,091
Total.....	292,191	80,681	373,070

* This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators and subsequently transhipped to Montreal.

3-4 EDWARD VII, A. 1904

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.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1895.	Tons.	Tons.	Tons.
Barley	959		7,730
Corn.....	70,265	2,912	91,743
Oats.....	1,654	123	16,442
Rye.....			
Wheat.....	†158,643	29,061	17,908
Total grain.....	231,491	32,096	133,823
Other articles	35,168	79,850	113,212
Total.....	266,659	111,946	247,035
1896.			
Barley.....	240		11,128
Corn.....	182,330	19,688	118,426
Oats.....	12,373	1,454	14,351
Pease.....	3,020	10	
Rye.....	8,323	647	
Wheat.....	254,763	51,587	16,467
Total grain.....	†461,049	73,386	160,372
Other articles.....	18,393	99,564	150,977
Total.....	749,442	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
1898.			
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

† 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.

** Of this quantity, 6,550 tons came down in 1897 and were transhipped to Montreal in 1898.

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.
1899.	Tons.	Tons.	Tons.
Barley.....	596		1,828
Corn.....	150,999	16,794	43,851
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	164,727
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		4
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
1902.			
Barley.....			7,418
Corn.....	1,719	10,335	55,593
Oats.....	1,442		9,764
Pease.....			
Rye.....	4,079		
Wheat.....	200,975	12,452	8,389
Total grain.....	†208,215	22,787	81,164
Other articles.....	42,260	32,946	179,914
Total.....	250,475	55,733	261,078

* 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.

‡ Of this quantity, 6,096 tons came down in 1901 and were transhipped in 1902.

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St. Peter's Canal, 1901.....	1,527				2,518			4,994	16,391	25,435
" 1902.....	1,475				2,135			4,787	13,671	22,079
Increase.....				5						
Decrease.....	54			13	383			297	2,720	3,356
Trent Valley Canals, 1901.....		544						3	2,390	3,159
" 1902.....		1,461					22	6	5,504	7,171
Increase.....								3		
Decrease.....		1,117					22	3	2,914	4,012
Murray Canal, 1901.....	5	914		688	19	868	3	719	296	3,512
" 1902.....	154	684	8	1,328	159	1,164		742	1,180	5,419
Increase.....	149		8	640	140	296	3	23	884	1,907
Decrease.....		230								
Sault Ste. Marie Canal, 1901.....	137,407	289,186	29,188	1,759	12,633	3,374		246	20,990	494,843
" 1902.....	316,063	837,375	630	21,001	9,689	2,128		15,988	81,822	1,284,696
Increase.....	178,656	548,189		19,242		1,246		15,742	60,832	789,853
Decrease.....			28,358		3,001					
Total increase.....	191,043	707,934	113,118	10,438	26,463	6,139	10	10,945	83,214	870,292
Total decrease.....										
Total for year 1900.....										1,811,179
" 1901.....										2,681,381

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903.

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CANAL

COMPARATIVE STATEMENT for years

	January	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1901				2,284 72	9,436 33
" " 1902				4,160 24	15,558 65
Increase.....				1,875 52	
Decrease.....					6,122 32
St. Lawrence Canals, 1901				358 76	17,143 03
" " 1902.....	12 50			594 89	12,224 01
Increase.....	12 50			236 13	
Decrease.....					4,919 02
Chambly Canal, 1901.....				5 95	3,505 72
" 1902.....				33 29	3,516 26
Increase.....				27 34	10 54
Decrease.....					
Ottawa Canals, 1901.....				125 72	4,714 82
" 1902.....				132 40	4,941 76
Increase.....				6 68	226 94
Decrease.....					
Rideau Canal, 1901				34 75	441 68
" 1902.....				47 64	693 53
Increase.....				12 89	251 85
Decrease.....					
St. Peter's Canal, 1901.....	7 40			69 08	355 89
" " 1902.....	40 56		2 55	222 56	336 41
Increase.....	33 16		2 55	153 48	
Decrease.....					19 48
Trent Valley Canals, 1901.....		0 25		1 20	35 57
" " 1901.....				27 58	72 43
Increase.....				26 38	36 86
Decrease.....		0 25			
Murray Canal, 1901.....				9 33	109 08
" 1902.....				46 01	89 10
Increase.....				36 68	
Decrease.....					19 98
Sault St. Marie, Canal, 1901.....					
" " 1902.....					
Increase.....					
Decrease.....					
Total, increase.....	45 66		2 55	2,375 10	1,690 03
Total, decrease.....		0 25			

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REVENUE.

ended December 31, 1901-1902.

June.	July.	Augst.	September.	October.	November.	December.	Total.
\$ cts. 11,808 51 12,183 06	\$ cts. 13,249 12 15,152 28	\$ cts. 12,889 17 13,341 38	\$ cts. 10,828 85 11,364 73	\$ cts. 13,445 91 15,853 37	\$ cts. 11,160 49 9,322 57	\$ cts. 1,836 24 1,905 82	\$ cts. 86,939 34 98,842 10
374 55	1,903 16	452 21	535 88	2,407 46	1,837 92	69 58	11,902 76
17,083 88 8,144 93	18,638 47 9,023 29	17,793 03 10,329 63	12,933 59 10,819 85	12,375 05 8,582 88	7,319 86 11,034 66	18 50 820 38	103,664 17 71,587 02
8,938 95	9,615 18	7,463 40	2,113 74	3,792 17	3,714 80	801 88	32,077 15
3,632 92 2,705 56	5,027 25 2,905 31	4,060 02 3,361 07	2,705 42 3,969 97	3,821 93 3,921 01	2,115 31 2,310 84		24,874 52 22,723 31
927 36	2,121 94	698 65	1,264 55	99 08	195 53		2,151 21
5,075 47 3,538 87	3,493 15 4,068 87	3,764 92 3,809 81	3,007 78 3,957 62	5,144 14 2,663 02	2,336 44 1,750 02		25,662 44 24,862 37
1,536 60	575 72	44 89	949 84	481 12	586 42		800 07
489 86 621 16	755 85 738 67	1,131 84 585 14	658 23 385 89	472 06 509 21	376 67 456 47		4,360 94 4,037 71
131 30	17 18	546 70	272 34	37 15	79 80		323 23
376 11 354 54	449 37 451 35	569 25 444 98	485 55 393 95	437 84 338 71	322 97 266 37	225 66 182 16	3,299 12 3,034 14
21 57	1 98	124 27	91 60	99 13	56 60	43 50	264 98
138 43 205 56	247 98 284 68	254 52 289 35	153 80 207 26	161 45 172 39	106 64 106 23	5 00	1,099 84 1,370 48
67 13	36 70	34 83	53 46	10 94		5 00	270 64
					41		
164 17 110 68	189 37 182 59	207 95 202 58	173 12 168 46	138 48 162 64	57 70 101 51	7 23	1,049 20 1,070 80
53 49	6 78	5 37	4 66	24 16	43 81	7 23	21 60
50							50 00
50							50 00
10,854 99	9,243 52	8,306 76	321 39	1,793 63	1,552 59	840 19	23,371 64

Total revenue for 1901 \$250,949 57
 " " 1902 227,577 93

RICHARD DEVLIN, *Compiler of Canal Statistics.*

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APPENDIX A.
 No. (A) 1.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal and the Amount of Revenue collected during the Season of Navigation in 1902.

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	15	206	27						42	206	248	4 26	5 15	9 41
Apples	4								4		4	0 53		0 53
Agricultural products not enumerated, vegetables.														
Agricultural products not enumerated, animal	16	13			389		13		16	425	441	0 70	82 73	83 43
Agricultural implements.	198				7,418				198	7,418	7,518	19 87	741 80	741 80
Barley											198	19 87		19 87
Bricks														
Bones														
Brimstone														
Buckwheat														
Cement and water lime.	42				784				826	400	826	121 54		121 54
Clay, lime and sand	66				105				165	400	565	16 88	30 00	46 88
Coal					12,410		66	51,637	12,476	51,538	64,014	2,495 03	10,350 60	12,845 63
Corn								148			67,647		6,764 70	6,764 70
Cattle		1,388												
Cotton														
Cotton (raw)									94		94	14 10		14 10
Crockery and earthenware.	94													
Dye woods and dye stuffs.														
Dye woods and dye stuffs.														
Fish	15	1			30				45	1	46	6 75	0 20	6 95
Fish and hemp					630				630		630	91 50		94 50
Flax and hemp														
Flour		2,800			13,785		5,637			22,282	22,282	0 60	3,966 15	3,966 15
Furniture	3		1		17				4	17	21	0 60	3 40	4 00
Gypsum														
Glass (all kinds).	40								40		40	3 64		3 64
Hay (pressed)														
Hogs														
Horses														
Hides and skins, horns and hoofs.									37		37	5 55		5 55
Ice														
Iron, railway	14	50							14	30	64	2 10	10 00	12 10

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" pig	1,276	285	181	30	5,713	1,460	6,028	7,188	195 10	1,201 58	1,396 68
" all other		3,492			18,988		22,480	22,480		1,124 00	1,124 00
Kryolitic chemical ore and other ore, except iron	21			2,413			2,413	2,434	3 15	482 60	485 75
Lead and hard oil	8	31		12,675			12,706	12,714	0 29	2,335 85	2,336 14
Meal, all kinds	1							1	0 15		0 15
Meats, other than pork			1,251					1,251	187 65		187 65
Marble			39					40	6 00		6 00
Manilla	1							76	6 60	14 40	15 60
Molasses	1				72		72	716	105 97	105 97	105 97
Nails	716							11,223	1 70	1,123 58	1,125 28
Oats		1,217	9	10,006				13,939	6 08	2,763 90	2,769 98
Oil (in barrels)	65	8,665		110	3,585		110	110		22 00	22 00
Oil cake											
Pease	1							1	0 18		0 18
Potatoes	1							637	0 75	126 40	127 15
Pork	5			632				34	1 97	4 00	5 97
Paint	14				20			40	1 05	6 60	7 65
Pitch and tar	7				33			36	0 68		0 68
Rags	36							4,079		407 90	407 90
Rye					4,079						
Flaxseed											
Rosin											
Salt											
Stone intended for cutting											
" wrought											
Stone not suitable for cutting, unwrought											
Seeds, all kinds			600	10			10	600	60 00	2 00	60 00
Sheep											
Soda ash	20		52					72	8 31		8 31
Steel	120							120	6 33		6 33
Sugar	204		1,001	280			280	1,485	161 21	56 00	217 21
Spirits, beer, &c.	151	6					6	160	22 71	0 15	22 86
Tobacco (raw)											
Tallow			418					418	67 20		67 20
Tin			44					44	6 60		6 60
Turpentine	3							3	0 45		0 45
Wheat	1,672	150,715		32,639	40,145		223,499	225,171	31 38	22,356 13	22,387 51
White lead	2							2	0 17		0 17
Whiting											
Wool				752			752	752		150 40	150 40
All other goods and merchandise not enumerated	1,761	432	20,969	1,928	506	28,777	2,806	31,643	4,249 01	513 02	4,762 03
Bark											
Barrels, empty	18	30		4			34	52	97	6 78	7 75
Boat knees											
Boats											
Floats											
Firewood, in vessels	936	4,275	795			3,216	3,070	8,286	214 40	236 02	450 42

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No. (A) 1.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland 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.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts														
Hoops														
Top poles														
Lumber, sawn, in vessels		2,129		1,212		24,494		2,134	1,212	101,563	102,775	148 23	18,250 01	18,398 30
" " rafts														
Masts, spars, and telegraph poles, in vessels														
Masts, spars, and telegraph poles, in rafts	751								751		751	95 10		95 10
Railway ties, in vessels														
" " rafts	490	1,468		2,216		501		17	2,706	1,989	4,695	69 80	121 85	191 65
Saw logs		85								85	85		2 72	2 72
Staves and headings, barred pipe														
" " pipe														
Staves and headings, West India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		1,300						19,558		20,858	20,858		3,124 21	3,124 21
" " rafts	11								11		11	30		30
Traverses														
Woodenware and wood partly manufactured	2	17							225	17	242	90 00	6 80	96 80
Total freight paying tolls.	8,800	178,605	5,783	25,793	44,816	224,110	66	152,125	59,465	580,633	640,068	8,529 60	76,593 63	85,123 23
Articles having paid full tolls on the St. Lawrence Canals, free:—														
Bricks	20								22		22			
Brimsone									20		20			
Cement and water lime	20		158						178		178			

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Clay, lime and sand.....	1								1	
Crockery and earthenware.....	2								2	
Glass, all kinds.....	60	1,324							1,384	
Hides and skins, &c.....		16							16	
Iron, railway.....	11,735								11,735	
" pig.....	20	426	112						558	
" all other.....	1,171	1,733							2,904	
Lard and lard oil.....	11								11	
Nails.....	1,222	70							1,292	
Oils.....	10	4							14	
Paint.....	82	15							97	
Pitch and tar.....	27								27	
Rags.....	1								1	
Salt.....		4							4	
Seeds.....	26	32							58	
Soda ash.....	13	188							201	
Steel.....	11								11	
Sugar.....	977	337							1,314	
Tin.....	81	425							506	
Tobacco, raw.....	1								1	
Turpentine.....	2								2	
Vegetable products.....	1								1	
Whiting.....	28	333							61	
White lead.....	30	7							37	
Whiskey and all other spirits.....	16	166							182	
All other goods and merchandise not enumerated.....	427	622							1,049	
Firewood, in vessels.....	3,600								3,600	
Grand total freight.....	28,395	178,605	44,928	224,110	66	132,125	81,754	580,633	665,387	
Total tolls on vessels.....										6,453 70
" passengers.....										48 21
" free goods.....										61 00
Total tolls.....										15,033 51
Fines.....										83,569 99
* Damages — Harbour dues.....										98,601 50
Other receipts.....										50 00
Total revenue, exclusive of hydraulic rents.....										182 14
										8 16
										\$98,842 10

* Amount of damages, not included in above, \$200.00.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903.

RICHARD DEVLIN,
Compiler of Canal Statistics.

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Hides and skins, horns and hoofs.....						37													5 55	
Ice.....	14	50																		12 10
Iron, railway.....																				10 00
" pig.....	1,088	262				184														1,391 80
" all other.....		3,492																		1,124 00
Iron ore.....																				
Kryolite, chemical ore and other ore, except iron.....	21	2,413																		482 60
Lard and lard oil.....	1	12,075																		2,535 00
Meats, all kinds.....	1																			0 15
Meats, other than pork.....	1																			187 65
Marble.....	1,251																			6 00
Manilla.....	39																			6 00
Molasses.....	4																			14 40
Nails.....	705																			105 75
Oats.....	1,200																			150 75
Oil (in barrels).....	37	8,637																		1,120 60
Oil cake.....																				2,763 20
Pease.....																				22 00
Potatoes.....																				
Pork.....	5																			126 40
Paint.....	13																			4 00
Pitch and tar.....	7																			6 60
Rags.....																				
Rye.....																				
Flax seed.....																				
Rosin.....																				
Salt.....																				
Stone intended for cutting.....																				
" wrought.....																				
" not suitable for cutting, unwrought.....																				
Seeds, all kinds.....																				
Sheep.....	1																			
Soda ash.....	31																			
Steel.....	55																			
Sugar.....	151																			
Spirits, beer, &c.....																				
Tobacco (raw).....																				
Tallow.....																				
Tin.....	3																			
Turpentine.....																				
Wheat.....	149,740																			
White lead.....	1																			
Whiting.....																				
Wool.....																				
All other goods and merchandise not enumerated.....	47																			
Bark.....	1,245	85																		
																				580 30
																				4,742 95

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No. (A) 2.—GENERAL STATEMENT showing the Quantity of each through Article transported on the Welland Canal and the Amount of Tolls collected during the Season of Navigation in 1902—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	3	30							3	34	37	0 62	6 78	7 40
Boat knees						4								
Floates														
Firewood, in vessels	986	288	2,280						3,216	288	3,504	214 40	19 20	233 60
" in rafts														
Hoops														
Hop poles									1,205	100,563	101,768	147 39	18,093 38	18,240 77
Lumber, sawn, in vessels		1,129	1,205	24,494	72,806		2,134							
" in rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts	437								437		437	70 00		70 00
Railway ties, in vessels		28	95						95	28	123	8 64	2 56	11 20
" in rafts		35								35	35	1 12	1 12	1 12
Saw logs														
Staves and headings, barrel pipe														
" " W. India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber square, in vessels		1,300								20,838	20,838		3,124 21	3,124 21
" in rafts														
Traverses														
Woodenware and wood partly manufactured	2	17			223				225	17	242	90 00	6 80	96 80
Total freight paying tolls.	5,022	167,682	3,628	24,494	44,807	224,110	65	151,000	53,522	567,286	620,808	8,375 95	75,865 05	84,181 00

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Total way tolls on vessels.....	168 44	162 70	331 14
" " passengers.....	0 46	0 15	0 61
Total way tolls.....	322 55	951 43	1,273 98

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903.

RICHARD DEVLIN,

Compiler of Canal Statistics.

3-4 EDWARD VII., A. 1904

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 1902.

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.....	6	12							6	12	18	1 20	2 40	3 60
Apples.....	40	5,215					209		40	5,424	5,464	4 00	786 16	790 16
Agricultural products not enumerated, vegetables.....	344	1,973						43	344	2,016	2,360	49 46	300 93	350 39
Agricultural products not enumerated, animal.....	1,363	2,734							1,438	2,792	4,230	71 39	353 22	424 61
Agricultural implements.....	109	19					58		109	19	128	14 71	1 10	15 81
Barley.....	161	8,094							161	8,094	8,255	4 03	783 60	787 63
Bricks.....	7,995	536	22				515		8,532	536	9,068	445 15	22 70	467 85
Bones.....	18	20							18	20	38	68	1 62	2 30
Brimstone.....	780		3						783		783	81 16		81 16
Buckwheat.....	11	909							11	909	920	43	85 09	85 52
Cement and water lime.....	3,107	2,234	289				587		4,043	2,234	6,277	426 95	289 32	712 27
Clay, lime and sand.....	12,927	29,883					2,634		15,561	30,384	45,945	704 58	1,332 47	2,037 05
Coal.....	111	42,932			417				111	417	92,393	16 32	12,636 33	12,636 33
Corn.....	41	12,657					569		41	355	13,337	1 85	331 20	367 52
Cattle.....		355									396	1 85	25 75	27 60
Cotton (raw).....		3									3		25 45	27 45
Crockery and earthenware.....	64	138							64	138	202	11 51	27 00	39 11
Dye wood and dye stuffs.....	20	22					7		20	22	49	3 11	4 40	7 51
Fish.....	120	8							120	8	128	9 38	4 43	9 81
Flax and hemp.....		5								5			75	75
Flour.....	1,081	14,763							1,081	14,763	15,844	68 46	1,037 27	1,125 73
Furniture.....	488	901							488	901	1,389	89 88	103 40	253 37
Gypsum.....	826	5							826	5	831	10 55	38	10 93
Glass (all kinds).....	939	186							2,365	186	2,491	458 53	35 39	493 92
Hay (pressed).....	986	1,062			9				995	1,062	2,057	37 53	58 72	96 25
Hogs.....	4	8							4	8	12	16	61	77
Horses.....	267	450							269	450	719	17 69	32 47	50 16

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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.		\$	cts.			\$	cts.
Barrels, empty ..	617	59							617	59	676	54	90	5	30	60	20
Boat knees ..																	
Boats ..	80								80		80	1	40			1	40
Ploats ..	36,312	4,263			90				36,477	4,263	40,740	2,199	15	75	51	2,274	66
Pine wood, in vessels ..																	
" " rafts ..																	
Hoops ..																	
Hop poles ..																	
Lumber sawn, in vessels ..	21,306	4,608			44	5			21,450	4,788	26,238	506	21	169	45	675	66
" " rafts ..		183								183	183			8	13	8	13
Masts, spars, and telegraph poles, in vessels ..	7	25							7	25	32	15		32		47	
Masts, spars, and telegraph poles, in rafts ..	24,854								24,854		24,854			621	35	621	35
Railway ties, in vessels ..	29	626							29	626	655	59		50	00	50	59
" " in rafts ..																	
Saw logs ..	6	381							6	381	387	25		8	48	8	73
Staves and headings, barrel pipe ..																	
" " West India ..																	
Staves, salt barrel ..																	
Shingles ..																	
Spite posts and fence rails, in vessels ..	16	149							16	149	165	2	89	20	36	23	25
Spite posts and fence rails, in rafts ..																	
Split posts and fence rails, in vessels ..	20								20		20	50				50	
" " in rafts ..	313								313	80	393	12	57	1	00	13	57
Timber, square, in vessels ..	2,060	5,370							2,060	5,370	7,430	51	50	134	25	185	75
" " in rafts ..																	
Traverses ..																	
Woodenware and wood partly manufactured ..	43	12							43	12	55	13	10	4	80	17	90
Total freight paying tolls ..	176,441	475,990	6,944	160	486	990	8,323	53,855	192,194	530,995	723,189	16,012	80	30,802	40	46,815	20

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APPENDIX A—Continued.

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Through Article transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1902.

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.	% cts.	Amount of Tolls, Down.	% cts.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.						
Ashes, pot and pearl.....	6	12							6	12	18	1 20	2 40	3 60		
Apples.....	1	4,960						209	1	5,169	5,170	15	775 35	775 50		
Agricultural products not enumerated, vegetables.	315	1,957						43	315	2,000	2,315	47 25	299 85	347 10		
Agricultural products not enumerated, animal.	50	1,814						58	50	1,872	1,922	7 50	280 80	288 30		
Agricultural implements.....																
Barley.....		7,693								7,693	7,693		769 30	769 30		
Bricks.....	850	22	22						872		894	130 80	3 30	134 10		
Bones.....	1									1	1		15	15		
Brinstones.....	73		3						76		76	11 40		11 40		
Buckwheat.....		830								830	830		83 00	83 00		
Cement and water lime.....	1,679	1,791	289						1,968	1,791	3,759	295 20	268 65	563 85		
Clay, fire and sand.....	641								641	501	1,142	87 75	75 15	162 90		
Coal.....	41,030							38,696	106	79,726	79,726		11,958 90	11,958 90		
Corn.....	106	27							106	27	133	15 90	2 85	18 75		
Cattle.....																
Cotton (raw).....		3								3	3		45	45		
Crockery and earthenware.....	25	138							25	138	163	5 00	27 60	32 60		
Dye wood and dye-stuffs.....	4	22							4	22	26	80	4 40	5 20		
Fish.....	27								27		27	4 05		4 05		
Flax.....	7									5	5		75	75		
Flour.....	12	3,285							12	3,285	3,297	1 80	492 75	494 55		
Furniture.....	364	747							364	747	1,111	72 80	149 40	222 20		
Gypsum.....																
Glass (all kinds).....	818	173	1,366						2,184	173	2,357	436 80	34 00	471 40		
Hay (pressed).....																
Hogs.....																
Horses.....	21	77							21	77	98	3 15	11 55	14 70		

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No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Through Article transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1902.

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. \$ cts.	Amount of Tolls, Down. \$ cts.	Total Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Barrels, empty.....	129	7							129	7	127	22 26	1 00	23 26
Boat knees.....														
Floats.....														
Fire wood, in vessels.....	31,824								31,824		31,824	2,121 60		2,121 60
" rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	194	484							196	484	683	17 70	43 48	61 13
" " rafts.....														
Masts, spars, and telegraph poles, in vessels.....														
Masts, spars, and telegraph poles, in rafts.....														
Railway ties, in vessels.....												626		50 00
" " 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.....														
" " rafts.....														
Traverses.....														
Wood-ware and wood partly manufactured.....	24	12							24	12	36	9 60	4 80	14 40
Total freight paying tolls.....	76,988	95,398						42,898	83,820	133,296	222,116	11,001 61	19,283 18	30,284 79

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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 1902—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.		% cts.	% cts.	% cts.	% cts.	
Ashes, pot and pearl.....																
Apples.....	39	255							39	255	294	3 85	10 81		14 66	
Agricultural products not enumerated, vegetables.....	29	16							29	16	45	2 21	1 08		3 29	
Agricultural products not enumerated, animal.....	1,313	920							1,388	920	2,308	63 89	72 42		136 31	
Agricultural implements.....	109	19					75		109	19	128	14 71	1 19		15 81	
Barley.....	161	401							161	401	562	4 03	14 30		18 33	
Bricks.....	7,650	514							7,660	514	8,174	314 35	19 40		333 75	
Bones.....	18	19							18	19	37	0 68	1 47		2 15	
Brunstone.....	707	79							707	79	786	69 76	2 09		69 76	
Buckwheat.....	11	79							11	79	90	0 43	16 67		17 10	
Cement and water lime.....	2,075	443							2,075	443	2,518	131 75	1 27		133 02	
Clay, lime and sand.....	14,920	29,883							14,920	29,883	44,803	616 83	1,257 32		1,874 15	
Coal.....	5	1,902					417		5	1,902	13,204	0 42	348 35		348 77	
Corn.....	13,199	41							41	355	396	1 89	25 75		27 60	
Cattle.....	41	355							39	39	78	6 51	.....		6 51	
Cotton (raw).....	39	.....							23	23	46	2 31	.....		2 31	
Crocery and earthenware.....	16	.....					7		93	8	101	5 33	0 43		5 76	
Dye wood and dye stuffs.....	93	8							.....	.....	.....	.....	.....		.....
Fish.....	.....	.....							.....	.....	.....	.....	.....		.....
Flax and hemp.....	.....	.....							.....	.....	.....	.....	.....		.....
Flour.....	1,069	11,478							1,069	11,478	12,547	66 66	364 52		631 18	
Furniture.....	124	151							124	151	275	17 08	14 09		31 17	
Gypsum.....	826	5							826	5	831	10 55	0 38		10 93	
Glass (all kinds).....	121	13							121	13	134	21 73	0 79		22 52	
Hay (pressed).....	995	1,062							995	1,062	2,057	37 53	58 72		96 25	
Hogs.....	4	8							4	8	12	0 16	0 61		0 77	
Horses.....	246	373		2					248	373	621	14 51	20 92		35 46	

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Hides and skins, horns and hoofs	43	76	43	76	119	3 23	3 18	6 41
Ice	643	117	413	117	569	33 10	7 70	40 80
Iron, railway	1,365	2	1,371	2	1,373	101 97	0 12	162 00
" " pig	21,365	960	21,540	985	22,515	969 12	48 81	957 33
Iron ore								
Kryolite, chemical ore and other ore, except iron								
Lard and lard oil	43	36	274	274	274	13 70		13 70
Meal, all kinds	38	343	38	343	381	4 28	1 78	6 06
Meats, other than pork	18	4	18	4	22	2 55	16 24	18 79
Marble	2		2		2	1 80	0 31	2 11
Manilla	1		1			0 38		0 38
Mollasses	428	152	428	152	1	0 19		0 19
Nails	1,216	512	1,216	512	580	64 55	7 70	72 25
Oats	337	12,738	1,216	512	1,728	112 70	25 60	138 30
Oil (in barrels)	509	185	337	12,738	13,135	8 88	344 83	353 71
Oil cake	4	5,900	519	185	704	62 62	9 25	71 87
Pease	2		2		5,902	0 20	294 33	294 53
Potatoes	25	31	4	63	67	0 29	1 78	2 07
Pork	130	701	130	701	56	1 91	2 01	3 92
Paint	141	138	141	138	831	12 77	35 12	47 80
Pitch and tar	33	21	33	21	279	22 47	6 90	29 37
Rags	23	20	223	20	244	14 11	1 05	15 16
Rye			169		189	10 55	1 90	12 45
Flaxseed		11,552			11,552			
Rosin	189	12			11,606		288 83	288 83
Salt	2,744	154	1,919	12	1,931	97 46	290 18	290 18
Stone intended for cutting	400		400		3,065	266 48	6 20	272 68
" wrought	194		194		400	16 48		16 48
" not suitable for cutting, unwrought		561			194	9 84		9 84
Sheeps, all kinds	6,784	375	84	561	645	4 37	11 40	15 77
Sheep	4				7,159	264 19	17 62	281 81
Soda ash	21	87	4	87	91	0 16	6 59	6 75
Steel	263	48	21	48	21	3 99		3 99
Sugar	1,398	108	263	48	311	19 83	2 13	21 96
Spirits, beer, &c.	533	100	2,375	108	2,483	216 14	5 60	221 74
Tobacco (raw)	22	3	533	100	633	72 09	5 44	77 53
Tallow			22		22	2 07		2 07
Tin	103	3			3		0 24	0 24
Turpentine	21		103		103	14 59		14 59
Wheat	421	231,489	146	146	146	7 30		7 30
White lead	47	4	421	231,489	231,910	11 90	5,787 69	5,799 59
Whiting	8		47	4	51	8 75	0 20	8 95
Wool			8		8	1 43		1 43
All other goods and merchandise not enumerated	4,388	2,416	5,525	2,984	8,509	533 54	179 26	712 80
Bark								

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No. (A) 6—GENERAL STATEMENT showing the Quantity of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1902.

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.	
Barrels, empty.....	497	52							497	52	549	32 64	4 30	36 94		
Boat knees.....																
Floats.....	80								80		80	1 40		1 40		
Firewood, in vessels.....	4,488	4,263	75		90				4,653	4,263	8,916	77 55	75 51	153 06		
" rafts.....																
Hoops.....																
Hop poles.....																
Lumber, sawn, in vessels.....	21,197	4,124	10	160	44	5	15		21,251	1,304	25,555	48 51	125 02	614 53		
" rafts.....		183								183	183		8 19	8 19		
Masts, spars and telegraph poles, in vessels.....	7	25							7	25	32	0 15	0 32	0 47		
Masts, spars and telegraph poles, in rafts.....		24,854								24,854	24,854		621 35	621 35		
Railway ties, in vessels.....	29								29		29	0 39		0 39		
" rafts.....																
Saw logs.....	6	381							6	381	387	0 25	8 48	8 73		
Staves and headings, barrel pipe.....																
" West India.....																
Staves, salt barrel.....																
Shingles.....	16	149							16	149	165	2 89	29 36	23 25		
Split posts and fence rails, in vessels.....																
Split posts and fence rails, in rafts.....	20								20		20	0 50		0 50		
Timber, square, in vessels.....	313	80							313	80	393	12 57	1 00	13 57		
" rafts.....	2,060	5,370							2,060	5,370	7,430	51 50	134 25	185 75		
Traverses.....																
Woodenware and wood partly manufactured.....	19								19		19	3 50		3 50		
Total freight paying tolls.....	103,198	381,161	112	160	477	990	4,587	10,388	108,374	392,699	501,073	5,011 19	11,519 22	16,530 41		

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No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue Collected, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Hop poles												
Lumber, sawn, in vessels.		253,107		33,281							286,388	20,109 75
" " rafts.		48									48	0 96
Masts, spars, and telegraph poles, in vessels.												
" " rafts.												
Railway ties, in vessels		54									54	4 60
" " rafts.		32									32	2 12
Saw logs.		1,435									1,435	32 64
Staves and headings, barrel												
" " pipe.												
" " West India												
Staves, salt barrel.											76	9 60
Shingles		76									76	
Split posts and fence rails, in vessels.												
" " rafts												
Timber, square, in vessels		72									72	3 33
" " rafts		11,270									11,270	118 34
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls.	82	347,325		33,545					82	380,870	380,952	22,233 92
<i>Freight per Order in Council, June 27, 1890.</i>												
Floats											29,900	
Lumber, sawn, in rafts.		29,900									29,900	
" " rafts.		27									27	
Railway ties		25									25	
Timber, square		33,020									33,020	
Saw logs		758									758	
Freight, grand total	82	411,055		33,545					82	444,600	444,682	

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Total tolls, on vessels.....	2,436 58
" " passengers.....	181 87
	24,852 37
Total tolls.....	\$616 17
free goods.....	
Other receipts.....	10 00
Total revenue, exclusive of hydraulic rents.....	\$ 24,862 37

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, August 12, 1903.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—Continued.

No. 8 (A).—GENERAL STATEMENT showing the Quantity of each Article transported on the Chamby Canal, and the Amount of Revenue collected during the Season of Navigation 1902.

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.		
Ashes, pot and pearl.....												
Apples.....		598						151		749	749	57 03
Agricultural products not enumerated, vegetables.....		1									1	10
" " annual.....								3			3	30
Agricultural implements.....	81	10							81	10	91	3 80
Barley.....	972	630							972	630	1,602	133 61
Bricks.....												
Bones.....												
Brunstone.....												
Buckwheat.....												
Cement and water lime.....	3,640	14						3,154	3,640	3,168	6,808	507 24
Clay, lime and sand.....	347							25,049	347	25,396	25,396	1,984 81
Coal.....								23,768		23,768	23,768	2,317 85
Corn.....	1	1							1	1	2	10
Cattle.....	13	209							13	209	222	7 64
Cotton (raw).....												5 48
Crockery and earthenware.....												5 20
Dye wood and dye stuffs.....		55						52		52		
Fish.....												
Flax and hemp.....												
Floor.....	690	4	99						789	4	793	30 26
Furniture.....												
Gypsum.....												
Glass (all kinds).....												
Hay (pressed).....	115	1,986	29,711					94	29,826	2,080	31,906	2,308 74
Hogs.....												
Horses.....	26	39							26	39	65	2 39
Hides and skins, horns and hoofs.....												
Ice.....												
Iron, railway.....	10								10		10	67

No. 8 (A).—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, etc.—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.		
Lumber, sawn, in vessels	1,741	7	25,001									
" " in rafts												
Masts, spars and telegraph poles, in vessels												
" " in rafts	40	1					73		40	74	114	7 80
Railway ties, in vessels												
" " in rafts			2,334						2,334		2,334	186 31
Staves and headings, barrel												
" " pipe												
" " West India												
" salt barrel												
Slingles												
Split posts and fence rails, in vessels												
" " in rafts												
Timber, square, in vessels												
" " in rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	12,607	16,236	254,160				96,439		266,767	112,675	379,442	18,772 14
Total tolls on vessels												3,889 43
" passengers												51 74
Total tolls												22,713 31
Fines												10 00
Total revenue, exclusive of hydraulic rents												\$ 22,723 31

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, August 12, 1903.

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No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian 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.		
	Tons.											
Kryolite chemical ore and other ore, except iron.												
Lard and lard oil	48	5							48	5	53	1 45
Meal, all kinds.	16	45							16	45	61	1 61
Meats, other than pork.	4								4		4	0 14
Marble												
Mamilla												
Molasses.	122	3							122	3	125	10 92
Nails.	103	4							103	4	107	11 13
Oats.	148	393							148	393	541	18 23
Oil (in barrels).	139	24							139	24	163	14 64
Oil cake.		2								2	2	0 06
Pease												
Potatoes.	9	3							9	3	12	0 33
Pork	105	6							105	6	111	3 06
Paint	22	2							22	2	24	2 52
Pitch and tar.	14	3							14	3	17	1 52
Rags.	8	37							8	37	45	4 01
Rye.		28								28	28	0 66
Flaxseed.												
Rosin.	7								7		7	0 71
Salt	884	237							884	237	1,121	29 25
Stone intended for cutting	30								30		30	0 70
" wrought												
" not suitable for cutting, unwrought.		23								23	23	0 28
Seeds, all other kinds.	13	59							13	59	72	1 70
Sheep.	12								12		12	0 30
Soda ash.	12								12		12	1 05
Steel	36	3							36	3	39	1 00
Sugar	125	76							125	76	201	19 18
Spirits, beer, &c.	133	73							133	73	206	18 38
Tobacco (raw).	9								9		9	0 22
Tallow												
Th.	1								1		1	0 09
Turpentine.	1								1		1	0 09
Wheat.	1								1		1	24 33
White lead.	1,040								1,040		1,041	2 25

No. (A) 10—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal and the Amount of Revenue collected during the Season of Navigation in 1902.

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.		
Lumber, sawn, in vessels	13,671						13,671				13,671	136 71
" " rafts	2	25							2	25	27	27
Masts, spars, and telegraph poles, in vessels												
" " rafts	100	45					100	45			145	1 45
Railway ties, in vessels												
" " rafts												
Saw logs												
Staves and headings, barrel												
" " pipe												
" " West India												
Staves, salt barrel												
Shingles	296						296				296	2 96
Split posts and fence rails, in vessels	367						367				367	3 67
" " rafts		25						80		983	25	10 18
Timber, square, in vessels	913											
" " rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	31,716	41,422		200			31,916	41,622			73,538	735 38
Totals tolls on vessels												2,298 76
Other receipts												3,034 14
Total receipts												3,034 14

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RICHARD DEVLIN,
Compiler of Canal Statistics.

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Timber	1,631	30	1,661	1,660
Turpentine				
Wheat				
White lead				
Whiting				
Wood	22	109	131	3 93
All other goods and merchandise not enumerated	389	23	412	6 65
Bark				
Barrels empty				
Boat knees	491	6,766	7,257	57 93
Floats	13,238	2,594	15,832	158 89
Fire wood, in vessels				
" in rafts				
Hoops				
Hop poles				
Lumber, sawn, in vessels	3,047	1,552	4,599	72 51
" " in rafts	680	225	905	17 50
Masts, spars and telegraph poles, in vessels				
" " in rafts				
Railway ties, in vessels				
" " in rafts				
Saw logs	9,408	352	9,760	81 22
Staves and headings, barrel pipe				
" " West India				
Staves, salt barrel				
Shingles				
Split posts and fence rails, in vessels				
" " in rafts				
Timber, square, in vessels				
" " in rafts				
Traverses				
Woodenware and wood partly manufactured				
Total, freight paying tolls	29,495	12,195	41,690	429 01

Total tolls on vessels	695 94
passengers	204 63
Total tolls	1,328 98
Other receipts	41 50
Total revenue exclusive of hydraulic rents	1,370 48

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903.

RICHARD DEVLIN,
Compiler of Canal Statistics.

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APPENDIX A—Continued.
 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.		Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Ashes, pot and pearl	2								2		06
Apples	249	117							249	117	6 97
Agricultural products not enumerated, vegetables.	200	289							200	289	9 33
" " annual		10								10	19
Agricultural implements											
Bailey		1,328								1,328	24 97
Bricks	158	30							158	30	3 59
Bones											
Brimstone	2								2		01
Buckwheat		92								92	1 73
Cement and water lime	307	40							307	40	6 57
Clay, lime and sand	51								51		98
Coal		407					1,443			1,850	34 72
Corn	8								8		15
Cattle											
Cotton (raw)		20								20	38
Crookery and earthenware	62	77							62	77	3 49
Dye wood and dye stuffs	10	31							10	31	1 05
Fish	3								4		8
Flax and hemp											
Floor	96	58							96	58	2 94
Furniture	92	99							93	99	5 12
Gypsum											
Glau (all kinds)											
Hay (pressed)	257	169							257	169	10 74
Hogs											
Horses	3	5							3	5	16
Hides and skins, Horns and Hoofs											
Ice		15								15	75
Iron, railway	120	186							120	186	5 86
" pig											
" all other	1,285	102							1,285	102	26 20

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 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.		
Masts, Spars, and telegraph poles, in vessels.												\$ cts.
" " " rafts.		45							25	45	25	0 16
Railways ties, in vessels.	63		768								45	0 88
" " rafts.									831		831	8 31
Saw logs.												
Staves and headings, barrel.												
" " pipe.												
" " West India.												
Staves, salt barrel.												
Shingles.	5	7	108						113	7	120	10 30
Split posts and fence rails, in vessels.												
" " rafts.												
Timber, square, in vessels.												
" " rafts.												
Traverses.												
Woodenware and wood partly manufactured.												
Total freight paying tolls.	15,482	10,294	5,601					2,471	21,083	12,465	33,548	393 27
Coal free, per Order in Council.	1,630								1,630		1,630	
Grand total freight.	17,112	10,294	5,601					2,471	22,713	12,465	35,178	
Total tolls on vessels.												284 83
" " passengers.												182 70
" " free goods.												1,060 80
Total revenue, exclusive of hydraulic rents.												1,060 80

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903.

RICHARD DEVLIN,
Comptroller of Canal Statistics.

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No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie Canal, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Iron, railway.....	12,548	11,948			1,820		3,948		18,316	11,948	30,264
" pig.....	9,670					1,081	6,688		16,358	1,081	17,439
" all other.....	3,714	172			6,299	400	1,855		11,808	572	12,440
Iron, ore.....		88,690		187,417		2,165,986		62,359		2,504,452	2,504,452
Kryolite chemical ore and other ore, except iron.....	3					14,371		30		14,401	14,401
Lard and lard oil.....											
Meal, all kinds.....	1	425				14,800			1	15,225	15,225
Meats, other than pork.....	20								20		20
Marble.....											
Manilla.....	670								670		670
Molasses.....	177								177		177
Nails.....	2,443	140	500						2,943	140	3,083
Oats.....	493	6,606					2,590		493	9,196	9,689
Oil (in barrels).....	434		351		26	1,218			811	1,218	2,029
Oil cake.....		108					551			659	659
Pease.....											
Potatoes.....	7	103				50			7	153	160
Pork.....											
Paint.....	230								230		230
Pitch and tar.....	38								38		38
Rags.....											
Rye.....											
Flax seed.....						2,128				2,128	2,128
Rosin.....						50,960				50,960	50,960
Salt.....	1				20,331				22,987		22,987
Stone intended for cutting.....	60		2,655						2,715		2,715
" wrought.....	2		2,470						2,472		2,472
" not suitable for cutting, unwrought.....					1,106				1,106		1,106
Seeds, all kinds.....	1,765	45			4,643				6,408	45	6,453
Sheep.....	10	3							10	3	13
Soda ash.....											
Steel.....	241	202							241	202	443
Sugar.....	2,978	170			550				3,528	170	3,698
Spirits, beer, &c.....	906	17							906	17	923

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	1	1	1	1	1	1	1	1	1	1	1	1	2
Tobacco (raw)													
Tallow													
Tin	131												131
Turpentine	1												837,375
Wheat	518,904				78,003								837,375
White lead	153												153
Whiting	64												64
Wool	100												1,411
All other goods and merchandise not enumerated	60,301	2,663	18,760	597	33,831	2,167	3,402	316	116,294	5,593	1,411	1,411	121,887
Bark													27
Barrels empty	120												120
Boat knees													
Boards	158												158
Fire wood, in vessels	90	555		2,970		5,550							9,075
" " rafts		336		2,886									3,222
Hoops													
Hoop poles													
Lumber, sawn, in vessels	235	2,622				29	78,606	330					81,228
" " rafts													
Masts, spars, and telegraph poles, in vessels		40											40
" " rafts	544	275						25	569	275	40		844
Railway ties, in vessels	1,236	204					1,000	208	22	1,444	1,226		2,670
" " rafts													
Saw logs	856	4,508		172		336	1,056	263	657	1,627	6,221		7,848
Staves and headings, barrel													
" " pipe													
" " West India													
Staves, salt barrel													
Shingles													
Split posts and fence rails, in vessels													
" " rafts													
Timber, square, in vessels	300	220				290	934	229	1,860	819	3,014		3,833
" " rafts	117	20								117	20		137
Traverses													
Woodenware and wood partly manufactured													
Total freight	108,126	727,927	25,892	278,678	470,414	2,775,536	180,478	162,217	784,910	3,944,358			4,729,268

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
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APPENDIX

No. (A) 14.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chamblly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam	232,180	3,162 52	721,219	4,764 38	77,927	270 30
United States vessels, steam.....	390,672	5,861 08	969,313	8,996 04	719	12 58
Canadian vessels, sail	161,177	3,437 25	111,291	692 83	63,156	657 39
United States vessels, sail.....	41,694	908 21	39,822	338 93	245,649	2,949 16
Total, Class No. 1.	825,723	13,369 06	1,841,557	14,792 18	387,451	3,889 43
<i>Class No. 2.</i>	No.		No.		No.	
Passengers	1,167	109 21	77,44	3,473 73	3,304	51 74
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	198	19 87	9,068	467 85	1,602	133 61
Brimstone.....			782	81 16		
Cement and water lime	826	121 54	6,277	712 27	6,808	507 24
Clay, lime and sand	565	46 88	45,945	2,037 05	25,396	1,934 81
Fish.....	46	655	128	9 81		
Gypsum.....			83	10 93		
Iron (railway).....	64	12 10	12,545	1,838 55	10	0 67
" (pig).....			2,681	298 29		
" (all other).....	7,488	1,396 68	32,935	2,520 93	37	1 27
Steel.....	120	6 33	1,323	173 76		
Salt.....			4,202	443 08	552	40 82
Stone, for cutting.....			410	17 98		
Apples.....	248	9 41	5,464	790 16	749	57 03
Barley.....	7,418	741 80	8,255	787 63		
Buckwheat.....			920	85 52		
Corn.....	67,647	6,764 70	13,337	367 52	1	0 10
Cotton (raw).....			3	45		
Flax and hemp.....	630	94 50	5	75		
Flour.....	22,282	3,966 15	15,844	1,125 73	793	30 26
Hay (pressed).....			2,057	96 25	31,906	2,308 74
Meals (all kinds).....	12,714	2,536 14	612	53 44		
Oil cake.....	110	22 00	5,906	295 33		
Oats.....	11,232	1,125 28	21,398	1,180 01	998	33 43
Pease.....			1,781	173 47		
Potatoes.....	1	0 18	59	4 37		
Rye.....	4,079	407 90	15,659	699 53		
Flax seed.....			11,606	290 18		
Seeds (all kinds).....	10	2 00	7,950	400 46	5	0 20
Tobacco (raw).....			23	2 22		
Wheat.....	225,171	22,387 51	243,286	6,937 19		
All other agricultural products, vegetable.....	4	0 53	2,360	350 39	1	10
Bones.....			38	2 30		
Cattle.....			396	27 60	222	7 64
Hogs.....			12	0 77		
Hides and skins, horns and hoofs.....	37	5 55	162	12 86		
Horses.....			719	50 16	65	2 39
Lard and lard oil.....	2,434	485 75	277	35 76	17	1 70
Meats (other than pork).....	1	0 15	71	9 46		
Pork.....	637	127 15	945	64 99	10	0 35
Sheep.....			91	6 75	122	4 22
Tallow.....	448	67 20	24	3 39		
Wool.....	752	150 40	23	3 45		
All other agricultural products, animal.....			4,230	424 61	3	0 30
Total, Class No. 3.	365,162	40,504 65	489,641	22,894 36	69,298	5,664 88

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the amount of Tolls collected during the Season of Navigation in 1902.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canals.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	8 cts.		8 cts.		8 cts.		8 cts.		8 cts.	
206,432	216 48	133,165	702 28	127,939	887 67	47,650	953 03	123,953	576 79	1,143,749
16,533	59 36	106,117	1,511 31	1,182	19 60	399	7 98	30,279	119 15	2,813,452
801	5 49	354	1 45	35,400	427 29	66,325	1,328 31			223,181
231	3 50	9,821	221 54	6,048	144 06	472	9 44			423,920
223,997	284 83	249,457	2,436 58	170,569	1,478 62	114,846	2,298 76	154,232	695 94	4,604,302
No.		No.		No.		No.		No.		No.
15,403	182 70	13,818	181 87	9,294	226 00			30,994	204 03	36,658
Tons.		Tons.		Tons.		Tons.		Tons.		Tons.
188	3 59			493	12 42	3,822	38 22	16	0 16	2,597
2	0 04									
347	6 57	67	6 44	660	16 58	1,490	14 90	400	1 28	5,739
51	0 98	1,655	68 01	5,790	135 59	101	1 01			23,151
4	0 08	3	0 30	30	0 76	2,219	22 19			1,909
306	5 85			5	0 14	600	6 00			30,264
				27	0 65					17,439
1,387	26 20	26	2 03	451	12 59	211	2 11			12,440
179	3 41			39	1 00					443
161	3 07	8	0 48	1,121	29 25	420	4 20			22,987
4	0 08	1	0 10	30	0 70	253	2 53			2,530
366	6 97	117	7 04	25	0 68	124	1 24			602
1,328	24 97			122	2 86	13	0 13			21,001
92	1 73	20	1 97	7	0 17					
8	0 15			22	0 55					630
29	0 38			1	0 03					
154	2 94	8	0 80	487	12 14	1,473	14 73			316,063
		3,465	283 38	1,209	42 73	1,101	11 01			1,799
133	2 54			61	1 61	575	5 75			15,226
				2	0 06					659
159	3 00	565	47 29	541	18 23	2,135	21 35			9,689
33	0 62							6	0 06	
210	3 97	148	9 31	12	0 33	4,212	42 12			160
1,164	21 85			28	0 66					2,128
87	1 66									52,972
250	4 74	2	0 20	72	1 70					13
		3	0 18	9	0 22	2	0 02			2
684	12 88			1,041	24 33			1,661	16 60	837,375
489	9 33	4	0 24	13	0 39	107	1 07			6,200
		3	0 22							
		651	52 01	5	0 17	12	0 12	2	0 02	250
		118	9 41					181	1 57	3
		16	1 78	1	0 03					70
8	0 16	206	11 20	9	0 27	3	0 03			248
82	1 58			53	1 45	2	0 02			3
15	0 29			4	0 14	30	0 30			20
11	0 22	8	0 56	111	3 06	17	0 17			1
		515	45 20	12	0 30	3	0 03			
		6	0 59							
				2	0 06					1,411
10	0 19	2,919	247 93	802	26 16	1	0 01			
7,92	150 05	10,534	796 67	13,297	348 01	18,926	189 26	2,266	19 99	1,386,924

3-4 EDWARD VII., A. 1904

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. 4.</i>		§ cts.		§ cts.		§ cts.
Ashes, pot and pearl.			18	3 60		
Agricultural implements.	441	83 43	128	15 81	91	3 80
Crockery and earthenware.	94	14 10	202	39 11	55	5 48
Dye woods and dye stuffs.			49	7 51	52	5 20
Furniture.	21	4 00	1,389	253 37		
Glass (all kinds).	40	3 64	2,491	493 92	4	0 28
Marble.	1,251	187 65	2	0 38		
Manilla.	40	6 00	1	0 19		
Molasses.	76	15 00	584	73 05	82	2 76
Nails.	716	105 97	3,738	540 30	53	1 86
Oil (in barrels).	13,909	2,769 98	1,947	320 47	82	3 83
Paint.	34	5 97	1,113	196 17		
Pitch and tar.	40	7 65	626	91 56	1,331	133 10
Rags.	36	0 68	512	77 05		
Rosin.			1,932	98 26	2,694	302 46
Soda ash.	72	8 31	998	199 39		
Sugar.	1,485	217 21	6,753	1,075 74	1,176	111 92
Stone (wrought).			259	22 84		
Tin.	44	6 60	2,438	481 59		
Turpentine.	3	0 45	148	770	137	13 70
White lead.	2	0 17	238	46 35		
Whitening.			534	106 63		
Whiskey and all other spirits.	160	22 86	1,239	198 73		
Merchandise (not enumerated).	31,643	4,762 03	19,653	2,941 60	6,050	448 36
Total, Class No. 4.	50,107	8,221 70	46,992	7,291 32	11,807	1,032 75
<i>Class No. 5.</i>						
Bark.						
Barrels (empty).	52	7 75	676	60 20	19	2 40
Boat kness.						
Floats.			80	1 40		
Fire wood (in vessels).	8,286	450 42	40,740	2,274 66	195,759	6,513 48
" (in rafts).						
Lumber sawn (in vessels).	102,775	18,398 30	26,238	675 66	26,750	1,486 85
" (in rafts).			183	8 19		
Hoops.						
Railway ties (in vessels).	751	95 10	655	50 59	2,334	186 31
" (in rafts).						
Masts, spars and telegraph poles (in vessels).			32	0 47		
Masts, spars and telegraph poles (in rafts).			24,854	621 35	114	7 80
Square timber (in vessels).	20,838	3,124 21	393	13 57	127	6 33
" (in rafts).	11	0 30	7,430	185 75		
Woodenware and wood partly manufactured.	242	96 80	55	17 90	4	1 00
Shingles.			165	23 25		
Split posts and fence rails (in vessels).						
" (in rafts).			20	0 50		
Saw logs.	4,695	191 65	387	8 73		
Staves and headings (barrel).	85	2 72				
" " (pipe).						
" " (West India).						
" " (salt barrel).						
Traverses.						
Hop poles.						
Total, Class No. 5.	137,735	22,367 25	101,908	3,942 22	225,107	8,204 17

SESSIONAL PAPER No. 20

A—Continued.

the amount of Tolls collected during the Season of Navigation in 1902.

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	0 06			3	0 36					
139	3 49	2	0 34	198	18 21	3	0 03			10
41	1 05			15	1 35	23	0 23			419
192	5 12	23	3 56	61	5 67	37	0 37			135
426	10 74	8	1 52	58	5 29	21	0 21			474
						9	0 09			
						26	0 26			670
42	1 05			125	10 92	340	3 40			177
236	5 94	2	0 38	107	11 13	64	0 64			3,083
829	20 81	1	0 19	163	14 64	280	2 80			2,029
533	13 39	2	0 38	24	2 52	17	0 17			230
109	2 74	91	17 29	17	1 52	21	0 21			38
177	4 47	77	14 00	45	4 01					
		5	0 70	7	0 71	1	0 01			
64	1 61			12	1 05	4	0 04			
916	22 96	1	0 19	201	19 18	123	1 23			3,698
40	1 00									1,108
230	5 77			1	0 09	25	0 25			131
				1	0 09					1
30	0 75	1	0 19	25	2 25	1	0 01			153
58	1 46			8	0 71					64
300	7 56	4	0 58	206	18 38	44	0 44			923
6,930	173 38	609	97 26	1,256	119 15	645	6 95	131	3 93	121,887
11,294	283 35	826	136 58	2,533	237 23	1,734	17 34	131	3 93	185,230
				28	0 66	11	0 11	412	6 65	27
2	0 05	77	4 07	96	5 24	25	0 25			120
		53,477	458 59	280	4 90			7,257	57 93	158
8,622	75 15	16,663	556 67	11,964	231 56	141	1 41	15,832	158 89	9,165
										3,222
1,180	13 23	286,388	20,109 75	14,184	1,032 17	13,671	136 71	4,595	72 51	81,822
		4	0 96	10	0 38			905	17 50	
831	8 31	54	4 60	213	24 50	145	1 45			2,670
		32	2 12							
25	0 16			8	2 22	27	0 27			40
45	0 88									
		72	3 33			1,018	10 18			3,833
		11,270	118 34	226	4 11			525	10 25	137
126	10 30	76	9 60	177	51 92	296	2 96	3	0 14	8,980
						367	3 67			7
		1,435	32 64	19	0 40			9,760	81 22	7,848
				100	0 64					
				18	2 50					
10,825	108 08	369,592	21,300 67	27,392	1,361 20	15,701	157 01	39,293	405 09	118,873

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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>Special Class.</i>		§ cts.		§ cts.		§ cts.
Coal.....	64,014	12,845 63	92,393	12,636 33	23,768	2,317 85
Kryolite or chemical ore .....	.....	.....	452	22 60	4,830	241 50
Iron ore.....	22,480	1,124 00	.....	.....	29,347	1,468 20
Stone (unwrought, not suitable for cutting).....	600	60 00	803	28 37	15,285	442 79
Ice .....	.....	.....	.....	.....	.....	.....
Total, Special Class.....	87,094	14,029 63	93,648	12,687 30	73,230	4,470 34
¹⁹¹³ Total freight and tools.....	640,098	98,601 50	723,189	65,081 11	379,442	22,713 31
Timber and other wood, free.....	3,600	720 00	1,285	116 44	.....	.....
Wheat, corn, flour, iron, salt, coal, etc., etc., free	21,689	3,253 45	368,659	35,632 91	.....	.....
Grand Totals (passengers and tonnage of vessels not included.....)	665,387	102,574 95	1,093,133	100,830 46	379,442	22,713 31

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903

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A—Continued.

the amount of Tolls collected during the Season of Navigation in 1902.—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.	
1,850	34 72			4,534	179 81	31,659	316 59			563,835
						121	1 21			14,401
										2,504,452
1,632	16 32			23	0 28	5,397	53 97			6,453
15	0 75									
3,497	51 79			4,557	180 09	37,177	371 77			3,089,141
33,548	1,060 80	380,952	24,852 37	47,779	3,831 15	73,538	3,034 14	41,690	429 01	
		63,730	616 17							
1,630	30 58			3,100	82 68					
35,178	1,091 38	444,682	25,468 54	50,879	3,913 83	73,538	3,034 14	41,690	1,328 98	4,729,268

RICHARD DEVLIN,
Compiler of Canal Statistics.

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SUPPLEMENTARY APPENDIX

No. (A) 15.—SUMMARY STATEMENT of Traffic on the Undermentioned Canals during 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.....	825,723	13,369 06	1,841,557	14,792 18	387,451	3,889 43
Passengers	No. 1,167	109 21	No. 77,448	3,473 73	No. 3,304	51 74
<i>Forest—Product of Wood.</i>	Tons.		Tons.		Tons.	
Bark						
Boat knees						
Floats			80	1 40		
"	Free					
Firewood	3,286	450 42	40,740	2,274 66	195,759	6,513 48
"	Free	3,600				
Hoops and hop poles.....						
Lumber, sawed.....	102,775	18,398 30	26,421	683 85	26,750	1,486 85
"	Free		1,085			
Masts, spars, &c.....			24,886	621 82	114	7 80
Railway ties	751	95 10	655	50 59	2,334	186 31
"	Free		19			
Saw logs	4,695	191 65	387	8 73		
"	Free					
Staves, all kinds.....	85	2 72				
Shingles			165	23 25		
Split posts and rails			20	0 50		
Timber, square	20,849	3,124 51	7,823	199 32	127	6 33
"	Free		149			
Traverses.....						
Total	141,041	22,262 70	102,430	3,864 12	225,084	8,200 77
<i>Farm Stock.</i>						
Cattle			396	27 60	222	7 64
Hogs			12	0 77		
Horses.....			719	50 16	65	2 39
Sheep			91	6 75	122	4 22
Total.....			1,218	85 28	409	14 25
<i>Product of Animals.</i>						
Bones			38	2 30		
Horns and hoofs, hides and skins (raw).	37	5 55	162	12 86		
"	Free					
Lard and lard oil	2,434	185 75	277	35 76	17	1 79
"	Free	11				
Meats other than pork.....	1	0 15	71	9 46		
Pork	637	127 15	945	64 99	10	0 35
Tallow.....	448	67 20	24	3 39		
Wool	752	150 40	23	3 45		
Agricultural products not enumerated (animal).....			4,230	424 61	3	0 30
Total.....	4,336	836 20	5,770	556 82	30	2 35

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A—Continued.

the Season of Navigation ended December 31, 1902, showing the Total Quantity of 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.	
223,997	284 83	249,457	2,436 58	170,569	1,478 62	114,846	2,298 76	154,232	695 94	4,604,302
No. 15,403	182 70	No. 13,818	181 87	No 9,294	226 00	No. .....	.....	No. 30,994	204 03	No. 36,658
Tons.		Tons.		Tons.		Tons.		Tons.		
.....		.....		28	0 66	11	0 11	412	6 65	27
.....		53,477	458 59	280	4 90	.....	.....	7,257	57 93	158
.....		29,900	.....	.....	.....	.....	.....	.....	.....	.....
8,622	75 15	16,663	556 67	11,964	231 56	141	1 41	15,832	158 89	12,387
.....		.....		18	2 50	.....	.....	.....	.....	.....
1,180	13 23	286,436	20,110 71	14,194	1,032 55	13,671	136 71	5,504	90 01	81,822
.....		27	.....	.....	.....	.....	.....	.....	.....	.....
70	1 04	.....	.....	83	2 22	27	0 27	.....	.....	884
831	8 31	86	6 72	213	24 50	145	1 45	.....	.....	2,670
.....		25	.....	.....	.....	.....	.....	.....	.....	.....
.....		1,435	32 64	19	0 40	.....	.....	9,760	81 22	7,848
.....		758	.....	.....	.....	.....	.....	.....	.....	.....
120	10 30	76	9 60	177	51 92	296	2 96	3	0 14	8,980
.....		.....		.....	.....	367	3 67	.....	.....	7
.....		11,342	121 67	220	4 11	1,018	10 18	525	10 25	3,970
.....		33,020	.....	.....	.....	.....	.....	.....	.....	.....
.....		.....		100	0 64	.....	.....	.....	.....	.....
10,823	108 03	433,245	21,296 60	27,296	1,355 96	15,676	156 76	39,293	405 09	118,753
.....	
.....		651	52 01	5	0 17	12	0 12	2	0 02	250
.....		118	9 41	.....	.....	.....	.....	181	1 87	3
8	0 16	206	11 20	9	0 27	3	0 03	.....	.....	248
.....		515	45 20	12	0 30	3	0 03	.....	.....	.....
8	0 16	1,490	117 82	26	0 74	18	0 18	183	1 89	501
.....	
.....		3	0 22	.....	.....	.....	.....	.....	.....	.....
.....		16	1 78	1	0 03	.....	.....	.....	.....	70
82	1 58	.....	.....	53	1 45	2	0 02	.....	.....	3
15	0 29	.....	.....	4	0 14	30	0 30	.....	.....	20
11	0 22	8	0 56	111	3 06	17	0 17	.....	.....	1
.....		6	0 59	.....	.....	.....	.....	.....	.....	.....
.....			2	0 06	1,411
10	0 19	2,919	247 93	802	26 16	1	0 01
118	2 28	2,952	251 08	973	30 90	50	0 50	1,505

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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>						
Agricultural products not enumerated (vegetables).....	4	0 53	2,360	350 39	1	0 10
" " Free	1					
Apples.....	248	9 41	5,464	790 16	749	57 03
Barley.....	7,418	741 80	8,255	787 63		
Buckwheat.....			920	85 52		
Cotton (raw).....			3	0 45		
Corn.....	67,647	6,764 70	13,337	367 52	1	0 10
" " Free			11,029			
Flax and hemp.....	630	94 50	5	0 75		
Flour.....	22,282	3,966 15	15,844	1,125 73	793	30 26
" " Free			6,755			
Hay (pressed).....			2,057	96 25	31,706	2,308 74
Meals (all kinds).....	12,714	2,536 14	612	53 44		
Manilla.....	40	6 00	1	0 19		
Oats.....	11,232	1,125 28	21,398	1,180 01	998	33 43
" " Free			1,442			
Pease.....			1,781	173 47		
Potatoes.....	1	18	59	4 37		
Rye.....	4,079	407 90	15,659	699 53		
" " Free			4,079			
Seeds—Flax, clover and grass.....	10	2 00	19,556	690 64	6	0 20
" " Free	58					
Tobacco (raw).....			23	2 22		
" " Free	1					
Wheat.....	225,171	22,387 51	243,286	6,937 19		
" " Free			200,975			
Total.....	351,536	38,042 10	574,900	13,345 46	34,454	2,429 86
<i>Manufactures.</i>						
Ashes (pot and pearl).....			18	3 60		
Agricultural implements.....	441	83 43	128	15 81	91	3 80
" " Free			13			
Barrels (empty).....	52	7 75	616	60 20	19	2 40
" " Free			15			
Bricks.....	198	19 87	9,068	467 85	1,602	133 61
" " Free	22					
Cement and water lime.....	826	121 54	6,277	712 27	6,808	507 24
" " Free	178					
Crockery and earthenware.....	94	14 10	202	39 11	55	5 48
" " Free	2					
Furniture.....	21	4 00	1,389	253 37		
Glass of all kinds.....	40	3 64	2,491	493 92	4	0 28
" " Free	1,384					
Iron, railway.....	64	12 10	12,545	1,838 55	10	0 67
" " Free	11,735		50			
" " pig.....			2,681	298 29		
" " all other.....	7,488	1,396 68	32,955	2,520 93	37	1 27
" " Free	2,904		5,785			
Molasses.....	76	15 00	584	73 05	82	2 76
" " Free			54			
Nails.....	716	105 97	3,738	540 30	53	1 86
" " Free	1,292					
Oil.....	13,999	2,769 98	1,947	320 47	82	3 83
" " Free	14		12,091			
Oil cake.....	110	22 00	5,906	295 33		
Paint.....	34	5 97	1,113	196 17		
" " Free	97					
Pitch and tar.....	40	7 65	626	91 56	1,331	133 10
" " Free	27					

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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.
489	9 33	4	0 24	13	0 39	107	1 07			6,200
366	6 97	117	7 04	25	0 68	124	1 24			692
1,328	24 97			122	2 86	13	0 13			21,061
92	1 73	20	1 97	7	0 17					
20	0 38			1	0 03					
8	0 15			22	0 55					630
154	2 94	8	0 80	487	12 14	1,473	14 73			316,063
		3,465	283 38	1,209	42 73	1,101	11 01			1,799
133	2 54			61	1 61	575	5 75			15,226
						26	0 26			670
159	3 00	565	47 29	541	18 23	2,135	21 35			9,689
33	0 62							6	0 06	
210	3 97	148	9 31	12	0 33	4,212	42 12			160
1,164	21 85			28	0 66					2,128
337	6 40	2	0 20	72	1 70					13
		3	0 18	9	0 22	2	0 02			2
684	12 88			1,041	24 33			1,661	16 60	837,375
5,177	97 73	4,332	350 41	3,650	106 65	9,768	97 68	1,667	16 66	1,211,558
2	0 06			3	0 36					
		2	0 34	198	18 21	3	0 03			10
2	0 05	77	4 07	96	5 24	25	0 25			120
188	3 59			493	12 42	3,822	38 22	16	0 16	2,597
347	6 57	67	6 44	660	16 58	1,490	14 90	400	1 28	5,739
139	3 49			15	1 35	23	0 23			419
192	5 12	23	3 56	61	5 67	37	0 37			135
426	10 74	8	1 52	58	5 29	21	0 21			474
306	5 86			5	0 14	600	6 00			30,264
				27	0 65					17,459
1,387	26 20	26	2 03	451	12 59	211	2 11			12,440
42	1 05			125	10 92	340	3 40			177
236	5 94	2	0 38	107	11 13	64	0 64			3,083
829	20 81	1	0 19	163	14 64	280	2 80			2,029
				2	0 06					659
533	13 39	2	0 38	24	2 52	17	0 17			230
109	2 74	91	17 29	17	1 52	21	0 21			38

3-4 EDWARD VII., A. 1904

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.
Rosin.....			1,932	98 26	2,694	302 46
Soda ash.....	72	8 31	998	199 39		
" Free.....	201					
Spirits, whiskey, &c.....	160	22 86	1,239	198 73		
" Free.....	182					
Steel.....	120	6 33	1,323	173 76		
" Free.....	11					
Sugar.....	1,485	217 21	6,753	1,075 74	1,176	111 92
" Free.....	1,314					
Tin.....	44	6 60	2,438	481 59		
" Free.....	506					
White lead.....	2	0 17	238	46 35		
" Free.....	37					
Turpentine.....	3	0 45	148	7 70	137	13 70
" Free.....	2					
Whiting.....			534	106 63		
" Free.....	61					
Woodenware.....	242	96 80	55	17 90	4	1 00
" Free.....			17			
Total.....	46,764	4,948 41	116,007	10,626 83	14,185	1,225 38
<i>Merchandise.</i>						
Brimstone (crude).....			783	81 16		
" Free.....	20					
Clay, lime and sand.....	565	46 88	45,945	2,037 05	25,396	1,934 81
" Free.....	1					
Coal.....	64,014	12,845 63	92,393	12,636 33	23,768	2,317 85
" Free.....			120,257			
Dye woods and dye stuffs.....			49	7 51	52	5 20
Fish.....	46	6 95	128	9 81		
Gypsum.....			831	10 93		
Ores (all kinds).....	22,480	1,124 00	452	22 60	34,177	1,709 70
Marble.....	1,251	187 65	2	0 38		
Rags.....	36	0 68	512	77 05		
" Free.....	1					
Salt.....			4,202	443 08	552	40 82
" Free.....	4					
Stone (all kinds).....	600	60 00	1,472	69 19	15,285	442 79
" Free.....			5,710			
All other goods and merchandise (not enumerated).....	31,643	4,762 03	17,653	2,941 60	6,050	448 36
" Free.....	1,049		419			
Total.....	121,710	19,033 82	292,808	18,336 69	105,280	6,899 53
Grand totals (passengers and tonnage of vessels not included).....	665,387	98,601 50	1,093,133	65,081 11	379,442	22,713 31

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903.

SESSIONAL PAPER No. 20

Canals 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.	Free.
64	1 61	5	0 70	7	0 71	1	0 01			
				12	1 05	4	0 04			
300	7 56	4	0 58	206	18 38	44	0 44			923
179	3 41			39	1 00					443
916	22 96	1	0 19	201	19 18	123	1 23			3,698
230	5 77			1	0 09	25	0 25			131
36	0 75	1	0 19	25	2 25	1	0 01			123
				1	0 09					1
58	1 46			8	0 71					64
6,515	149 13	310	37 86	3,005	162 75	7,152	71 52	416	1 44	81,266
2	0 04									
51	0 98	1,655	68 01	5,790	135 59	101	1 01			23,151
1,850	34 72			4,534	179 81	31,659	316 59			563,835
1,630				3,100						
41	1 05									
4	0 08	3	0 30	50	0 76	2,219	22 19			1,909
						121	1 21			2,518,853
						9	0 09			
177	4 47	77	14 00	45	4 01					
161	3 07	8	0 48	1,121	29 25	420	4 20			22,987
1,676	17 40	1	0 10	53	0 98	5,650	56 50			10,091
6,945	174 13	609	97 26	1,256	119 15	695	6 95	131	3 93	174,859
12,537	235 94	2,353	180 15	15,929	469 55	40,874	408 74	131	3 93	3,315,085
35,178	1,060 80	444,682	24,852 37	50,879	3,831 15	73,538	3,034 14	41,690	429 01	4,729,268

RICHARD DEVLIN,
Compiler of Canal Statistics.

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RIDEAU CANAL.													
Kingston Mills	653 64	
Ottawa	2,372 29	
Smith's Falls	805 22	
Total Rideau Canal	3,831 15	
ST. PETER'S CANAL.													
St. Peter's	40 56	2 55	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,031 14
TRENT VALLEY CANALS.													
Bobbycongou	12 95	21 06	60 58	63 09	85 08	78 08	69 29	52 84	.....	412 97
Buckhorn	1 75	3 44	10 20	31 51	33 19	26 75	23 36	3 30	.....	133 50
Burlingh	1 75	8 59	18 06	19 72	17 70	24 65	20 75	9 60	.....	130 82
Fencelon Falls	2 00	18 80	36 43	31 25	6 25	5 75	.....	.....	100 48
Hastings	0 75	7 90	8 32	7 00	11 25	1 75	0 50	.....	37 47
Peterborough	9 63	30 59	74 02	121 61	111 13	60 28	46 49	39 99	.....	493 74
Total Trent Valley Canals	26 08	66 43	189 56	280 68	285 35	207 26	167 39	106 23	.....	1,328 98
MURRAY CANAL.													
Brighton
Grand total	40 56	2 55	5,193 95	36,287 72	26,634 84	31,921 36	31,314 77	30,405 47	31,555 38	21,277 80	2,868 96	220,563 36

RICHARD DEVLIN.

*Compiler of Canal Statistics.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903.

3-4 EDWARD VII., A. 1904

APPENDIX A—Continued.

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended December 31, 1902, and the amount of Tolls collected thereon.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.													
Canadian vessels, steam.....	654	73,209	68,512					7,161	37,190	118,917	113,263	232,180	3,162 52
" " sail.....	357	48,011	49,656			483		682	30,681	79,556	81,621	161,177	3,437 25
Total Canadian.....	1,011	121,220	118,168			483		7,843	67,871	198,473	194,884	393,357	6,599 77
United States vessels, steam.....	468	171	97	24,035	162,065	1,354	6,405	1,354	39,304	188,417	202,255	390,672	5,861 08
" " sail.....	99	1	3	3,480	16,492	14,633		680	6,405	18,794	22,900	41,694	908 21
Total United States.....	557	172	100	27,515	178,557	17,510	178,557	2,014	45,709	207,211	225,155	432,366	6,769 29
Grand Total, Welland Canal.....	1,568	121,392	118,268	96,442	178,557	17,993	178,557	9,857	113,580	405,684	420,039	825,723	13,369 06
ST. LAWRENCE CANALS.													
Canadian vessels, steam.....	3,378	372,254	306,379	18,491						390,725	330,494	721,219	4,764 38
" " sail.....	4,038	517,626	400,008	10,660						528,668	440,645	969,313	8,996 04
Total Canadian.....	7,416	889,880	706,387	29,151						919,393	771,139	1,690,532	13,760 42
United States vessels, steam.....	704	1,224	3,384	28,526	17,181	21,087		136	39,659	47,070	64,130	111,200	692 83
" " sail.....	280	480	5,856	11,187	73	773		10,441	9,935	23,188	16,637	39,825	338 93
Total United States.....	984	1,704	9,240	39,716	73	21,860		10,577	49,594	70,258	80,767	151,025	1,031 76
Grand Total, St. Lawrence Canals.....	8,400	891,583	717,627	68,867	73	21,860		10,577	112,346	989,651	851,906	1,841,557	14,792 18

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CHAMBLY CANAL.														
Canadian vessels, steam.....	360	39,185	37,979	3	95	760	39,188	38,739	77,927	270 30
" sail.....	907	18,417	23,505	4,247	.....	.....	.....	.....	.....	16,892	40,492	40,492	63,156	657 39
Total Canadian.....	1,267	57,602	61,484	4,250	.....	95	.....	.....	.....	17,652	61,882	79,231	141,083	927 69
United States vessels, steam.....	29	.....	91	86	.....	.....	222	.....	.....	320	86	633	719	12 58
" sail.....	2,495	748	1,769	111,412	.....	.....	305	.....	.....	131,415	112,160	133,489	245,649	2,949 16
Total United States.....	2,524	748	1,860	111,498	.....	.....	527	.....	.....	131,735	112,246	134,122	246,368	2,961 74
Grand Total, Chamblly Canal.....	3,791	58,350	63,344	115,748	.....	95	.....	.....	.....	149,387	174,098	213,353	387,451	3,889 43
OTTAWA CANAL.														
Canadian vessels, steam.....	874	39,791	63,374	.....	.....	.....	.....	.....	.....	.....	39,791	93,374	133,165	702 28
" sail.....	929	2,503	97,423	.....	.....	6,191	.....	.....	.....	.....	2,503	103,614	106,117	1,511 31
Total Canadian.....	1,803	42,294	190,797	.....	.....	6,191	.....	.....	.....	.....	42,294	196,988	239,282	2,213 59
United States vessels, steam.....	3	46	308	.....	.....	.....	.....	.....	.....	.....	46	308	354	1 45
" sail.....	100	2,234	7,587	.....	.....	.....	.....	.....	.....	.....	2,234	7,587	9,821	221 54
Total United States.....	103	2,280	7,895	.....	.....	.....	.....	.....	.....	.....	2,280	7,895	10,175	222 99
Grand Total, Ottawa Canals.....	1,906	44,574	198,692	.....	.....	6,191	.....	.....	.....	.....	44,574	204,883	249,457	2,436 58
RIDEAU CANAL.														
Canadian vessels, steam.....	1,803	62,737	62,704	498	.....	.....	.....	.....	.....	2,000	63,235	64,704	127,939	887 67
" sail.....	811	16,300	17,027	617	.....	.....	.....	.....	.....	856	17,517	17,883	35,400	427 29
Total Canadian.....	2,614	79,037	79,731	1,115	.....	.....	.....	.....	.....	2,856	80,752	82,587	163,339	1,314 96
United States vessels, steam.....	78	91	20	481	.....	.....	.....	.....	.....	590	572	610	1,182	19 60
" sail.....	179	1,484	608	1,134	.....	1,676	.....	.....	.....	1,146	2,618	3,430	6,048	144 06
Total United States.....	257	1,575	628	1,615	.....	1,676	.....	.....	.....	1,736	3,190	4,040	7,230	163 66
Grand Total, Rideau Canal.....	2,871	81,212	80,359	2,730	.....	1,676	.....	.....	.....	4,592	83,942	86,627	170,569	1,478 62
ST. PETER'S CANAL.														
Canadian vessels, steam.....	328	25,920	21,730	.....	.....	.....	.....	.....	.....	.....	25,920	21,730	47,650	453 03
" sail.....	1,336	33,756	32,371	33,951	32,371	66,325	1,328 31
Total Canadian.....	1,664	59,676	54,101	59,871	54,101	113,975	2,281 34

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SAULT STE. MARIE CANAL.												
Canadian vessels, steam	2,661	430,151	410,817	94,885	50,419	1,001	1,621	59,246	95,579	585,283	558,466	1,143,749
" sail	419	75,351	70,107	5,738	31,912	.....	20	34,048	3,375	115,137	108,044	223,181
Total Canadian	3,080	505,502	480,924	100,623	82,331	1,001	1,641	93,294	101,554	700,420	666,510	1,366,930
United States vessels, steam	1,644	6,058	14,737	6,378	52,430	1,381,167	1,250,335	90,148	11,699	1,483,751	1,329,701	2,813,452
" sail	320	750	2,763	736	13,096	179,882	203,343	20,374	926	201,742	222,178	423,920
Total United States	1,964	6,808	17,500	7,114	65,526	1,561,049	1,453,728	110,522	12,625	1,685,493	1,551,879	3,237,372
Grand Total, Sault Ste. Marie Canal.	5,044	512,310	498,424	107,737	150,387	1,562,050	1,455,369	203,816	114,179	2,385,913	2,218,389	4,604,302

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903.

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded.

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.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
<i>Steam and Sailing.</i>														
Welland	1,011	121,220	118,168	8,845	483				67,871	198,473	194,884	393,357	6,599 77	
St. Lawrence	7,416	889,860	708,387	29,131	382				62,732	919,393	771,139	1,690,352	13,760 42	
Chambly	1,267	59,692	61,484	95					17,652	61,852	79,231	141,083	927 69	
Ottawa	1,803	42,294	190,797	6,191						42,291	196,988	239,282	2,213 59	
Rideau	2,614	79,731	79,731	1,115					2,856	89,752	82,587	163,339	1,314 96	
St. Peter's	1,664	59,676	54,101							59,874	54,101	113,975	2,281 34	
Trent Valley	2,560	76,014	78,218							76,014	78,218	154,232	695 94	
Murray	733	82,362	68,947		8		523		33,835	119,660	103,305	222,965	275 84	
Sault Ste. Marie	3,080	505,502	489,954	100,623	1,001	1,641			101,554	700,420	666,510	1,366,930		
Total Canadian	22,198	1,914,167	1,840,787	241,356	1,874	2,164			101,335	2,258,732	2,226,963	4,485,635	28,069 55	
UNITED STATES VESSELS.														
Welland	557	172	100	789	177,510	178,557			2,014	45,769	207,211	225,155	432,366	6,769 29
St. Lawrence	984	1,704	9,240	39,716	18,261	21,860			10,577	49,594	70,258	80,767	151,025	1,031 76
Chambly	2,524	748	1,860	111,498		527				131,735	112,246	134,122	246,368	2,961 74
Ottawa	103	2,280	7,895							2,280	7,895	10,175	222 99	
Rideau	257	1,575	628	1,615						1,736	3,190	7,230	163 66	
St. Peter's	7	170	480	77						144	314	557	17 42	
Vere Valley	37	165	168	368	128						661	371	1,032	8 99
Murray	1,964	6,808	17,500	7,114	1,561,049	1,453,728			110,522	1,683,493	1,551,879	3,237,372		
Sault Ste. Marie	6,433	13,622	37,871	187,826	1,756,948	1,654,672			123,237	2,081,653	2,004,786	4,086,439	11,175 85	
Total United States	28,631	1,927,789	1,878,658	429,182	1,758,822	1,656,836			224,592	4,340,385	4,231,749	8,572,134	39,245 40	

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, August 12, 1903.

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 1901 and 1902, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

Canals.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1901.												
Welland.....	14,691	184,973	8,113	15,730	83,543	190,476	58	122,635	106,405	513,894	629,209	86,760 48
St. Lawrence.....	175,915	723,713	7,060	.....	393	3,122	12,717	285,376	196,085	1,012,211	1,208,296	97,276 90
Chambly.....	5,444	7,115	219,894	1,215	.....	.....	.....	126,100	225,338	131,460	353,738	24,864 52
Ottawa.....	935	406,988	37,339	3,936	.....	.....	.....	16,633	935	444,927	445,862	25,627 19
Rideau.....	18,512	8,701	8,394	.....	.....	.....	.....	.....	27,106	29,270	56,376	4,114 44
St. Peter's.....	35,576	52,681	.....	.....	.....	.....	.....	.....	35,576	52,681	88,257	3,299 12
Trent Valley.....	26,150	10,382	.....	.....	.....	.....	.....	.....	26,150	14,170	40,322	1,063 24
Murray.....	8,627	12,814	6,248	.....	.....	.....	490	1,356	15,365	14,170	29,535	1,049 20
Sault Ste. Marie.....	54,955	278,727	18,940	142,391	423,208	1,698,098	164,430	129,965	661,213	2,159,181	2,820,394	No Tolls.
Grand Total.....	340,805	1,686,094	268,449	201,251	507,294	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259	244,055 09
1902.												
Welland.....	28,395	178,605	11,365	25,793	11,928	224,110	66	152,125	84,754	580,633	665,387	98,601 50
St. Lawrence.....	273,520	656,642	6,944	160	486	990	9,499	144,892	290,449	802,684	1,093,133	65,081 11
Chambly.....	12,697	16,236	254,160	.....	.....	.....	.....	96,439	296,707	112,675	379,442	22,713 31
Ottawa.....	82	411,055	.....	33,515	.....	.....	.....	.....	82	444,600	444,682	24,832 37
Rideau.....	28,032	10,104	4,250	4,108	.....	.....	.....	4,385	32,282	18,897	50,879	3,881 15
St. Peter's.....	31,716	41,422	.....	200	.....	.....	290	.....	31,916	41,622	73,538	3,634 14
Trent Valley.....	29,495	12,195	.....	.....	.....	.....	.....	.....	29,495	12,195	41,690	1,328 98
Murray.....	17,112	10,294	5,601	.....	.....	.....	.....	2,171	22,713	12,465	35,178	1,060 80
Sault Ste. Marie.....	108,126	727,927	25,892	278,678	470,414	2,775,536	189,478	162,217	784,910	3,944,358	4,729,268	No Tolls.
Grand Total.....	529,035	2,064,480	398,212	342,484	515,828	3,000,636	190,243	562,229	1,543,398	5,969,829	7,513,137	229,563 36

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903.

RICHARD DEVLIN,
Compiler of Canal Statistics.

3-4 EDWARD VII., A. 1904

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 1902.

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	13	104	7	56	10	80	9	72
10	9	90	5	50	7	70	2	20
15	7	105	1	15	3	45		
20	5	100	1	20	4	80		
25	4	100			2	50	1	25
30	8	240	3	90	3	90	3	90
35	6	210			3	105		
40	2	80			2	80	2	80
45			1	45	1	45	1	45
50			1	50	1	50		
55								
60	2	120	2	120	1	60	1	60
70								
75					1	75	1	75
80			1	80				
85	2	170			1	85		
95			1	95				
100								
110			1	110				
130	1	130			1	130		
135	1	135						
140	1	140	1	140				
150			1	150	2	300		
155								
160								
165								
175			1	175	2	350		
190								
195			3	585	1	195	1	195
220	3	660						
230			1	230				
260					1	260		
265	1	265	3	795			1	265
270								
280								
285			1	285				
290	1	290	1	290				
295	1	295						
300					1	300	1	300
305								
310			2	620			1	310
315	1	315	2	630			2	630
320			1	320				
330			2	660	1	330		
335	1	335						
360	3	1,080			1	360		
400	1	400	1	400	2	800		
405								
415	2	830	1	415				
435	1	435						
455	2	910	1	455				
460								
485	4	1,940	3	1,455	1	485		
495	1	495					3	1,485
500	1	500					1	500
510								
520								
525	1	525					1	525

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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 1902.

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.
530								
540	1	540			1	540		
555	1	555						
560								
575	1	575						
585							1	585
590	1	590	1	590	1	590		
595								
600	1	600					1	600
615			1	615	1	615	1	615
640								
645			1	645				
660					1	660		
665								
675					1	675		
690			1	690	1	690	1	690
719			1	719	1	719		
723								
739			1	739				
742	1	742						
771	1	771			1	1,542		
802			1	802				1,604
870					1	870	2	
882			1	882	1			
908	1	908	1	908	1	908		
929	1	929						
940					1	940		
950								
959								
977			1	977				
989	1	989	1	989				
994					3	2,982	2	1,988
1,023								
1,029								
1,035	1	1,035			1	1,035		
1,041			1	1,041				
1,054					1	1,054		
1,078								
1,079					1	1,079		
1,083								
1,118	1	1,118			4	4,472		
1,160								
1,172	1	1,172						
1,203	1	1,203			1	1,203		
1,202					3	3,606		
1,330								
1,425					1	1,425		
1,441					1	1,441		
1,547					1	1,547		
1,548					2	3,096		
1,550					1	1,550		
1,553					2	3,106		
1,565	1	1,565			1	1,565		
1,762								
1,868					1	1,868		
1,930					2	3,860		
Total	100	24,291	61	17,933	90	48,063	39	10,759

3-4 EDWARD VII., A. 1904

APPENDIX A—Continued.

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1902.

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	28	224	21	168	11	88	2	16
10	10	100	1	10	2	20		
15	17	255	3	45	5	75		
20	10	200	2	40	2	40		
25	10	250	4	100	2	50		
30	2	60	4	120	1	30		
35	4	140	3	105	4	140	1	35
40	5	200	4	160	1	40	1	40
45	2	90	7	315	2	90		
50	3	150	5	250	1	50	1	50
55	3	165	1	55				
60	4	240	7	420			2	120
65	2	130	3	195				
70	1	70	3	210	1	70	1	70
75			6	450				
80	2	160	4	320				
85	2	170	7	595			1	85
90	1	90	4	360	1	90	6	540
95	1	85	6	570			24	2,280
100	5	500	13	1,300			2	100
105			12	1,260	1	105	3	315
110			4	440			3	330
115	1	115	8	920	1	115	1	115
120	3	360	4	480			1	120
125	1	125	2	250	1	125	2	250
130	3	390	2	260				
135	1	135	6	810				
140	4	560	7	980				
145	2	320	6	870				
156	1	150	24	3,600	1	150		
155			14	2,170				
160	2	320	11	1,760				
165			4	660				
170			1	170				
175			1	175				
180			3	540				
185			1	185				
190	1	190						
195	1	195						
200			1	200	1	200	1	200
210			2	420				
220			1	220				
225	1	225	5	1,125				
230	1	230	3	690				
245								
250			1	250				
255			1	255				
260	1	260	1	260				
265								
270								
275			1	275				
280	1	280						
285	1	285	1	285			2	570
290			1	290				
295			2	590				
300			3	900				
305	1	305	2	610				
310			1	310				
315			2	630				
320	1	320	7	2,240				
325			1	325				

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APPENDIX A—Continued.

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—
Concluded.

ST. LAWRENCE CANALS—Concluded.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
330	1	330	2	660				
335	1	335	2	670				
340			1	340			2	680
350			1	350				
360	1	360	2	720				
365			3	1,095				
375			1	375				
380			1	380				
385			1	385				
390			1	390				
395			1	395				
412			1	412				
413					1	413		
419			1	419				
434			2	868			1	434
439							2	878
440	1	440						
450	1	450						
462			1	462				
471	1	471						
475			1	475			1	475
479			1	479				
480			1	480				
484			2	968				
487			1	487				
499			1	499				
500	2	1,000						
508	1	508						
516			2	1,032				
518			1	518				
539			1	539				
541	2	1,082						
544	1	544						
567			1	567				
578			1	578				
585			1	585				
586	1	586	1	586				
590			1	590				
593	1	593						
599	1	599						
607			2	1,214				
648	1	648						
680			1	680				
740			1	740				
781					1	781		
803	1	803						
904					1	904		
952	1	952						
970			1	970				
997					2	1,994		
999			1	999				
1,035					1	1,035		
1,041			1	1,041				
1,123					1	1,123		
1,142	2	2,284						
1,147					1	1,147		
1,197	1	1,197						
1,237					1	1,237		
1,868					1	1,868		
Total.	160	21,236	298	53,141	48	11,980	60	7,703

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APPENDIX A—Continued.

No. (A) 21.—STATEMENT of the Number and Tonnage of all kinds of Vessels passing through the Canals during the Season of Navigation in 1902.

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	22	176	80	640	4	40	6	48
10	10	100	9	90	2	20	1	10
15	4	60	3	45	2	30	1	15
20	2	40	1	20				
25	1	25	4	100	1	25	1	25
30	1	30						
35	2	70	4	140	1	35		
40	2	80						
45	1	45	4	180				
50	1	50					2	100
55			1	55				
60			1	60				
65							2	130
70	1	70					2	140
75			1	75			2	150
80							7	560
85	1	85	2	170	1	85	17	1,445
90			2	180	1	90	66	5,940
95	1	95	5	475			250	23,750
100	1	100	8	800			63	6,300
105	2	210	4	420	1	105	36	3,780
110			3	330			43	4,730
115			4	460			15	1,725
120			4	480			3	160
125	1	125					2	250
130			2	260				
135	1	135	2	270				
140	2	280	8	1,120				
145	2	290	13	1,885			1	145
150	2	300	19	2,850				
155	1	155	15	2,325				
160	1	160	8	1,280				
165			6	990			1	165
170			4	680				
175			1	175				
180	1	180	2	360				
185								
190								
195			2	390				
200								
210			1	210				
228	1	228						
298	1	298						
324			1	324				
374			1	374				
397	1	397						
Total.....	66	3,784	225	18,213	13	430	521	49,568

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 12, 1903,RICHARD DEVLIN,
Compiler of Canal Statistics.

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 1902.

WELLAND CANAL.

CANADIAN.						UNITED STATES.								
Class.	Steam Vessels.	No.	Tonnage.	Sailing Vessels.	No.	Tonnage.	Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,565 tons...	36	21,907	1 250 to 1,041 tons...	30	15,922	1	250 to 3,860 tons...	45	46,173	1	250 to 1,988 tons...	18	10,097
2	200 " 249 " ..	3	660	2 200 " 249 " ..	1	239	2	200 " 249 " ..	0	0	2	200 " 249 " ..	0	0
3	150 " 199 " ..	0	...	3 150 " 199 " ..	5	910	3	150 " 199 " ..	5	845	3	150 " 199 " ..	1	195
4	100 " 149 " ..	3	405	4 100 " 149 " ..	2	270	4	100 " 149 " ..	1	130	4	100 " 149 " ..	0	0
5	50 " 94 " ..	4	290	5 50 " 99 " ..	4	235	5	50 " 99 " ..	3	220	5	50 " 99 " ..	2	135
6	Under 50 " ..	54	1,029	6 Under 50 " ..	19	326	6	Under 50 " ..	36	695	6	Under 50 " ..	18	332
	Total.....	100	24,291	Total.....	61	17,433	Total.....	90	48,063	Total.....	39	10,759		

ST. LAWRENCE CANALS.

1	250 to 1,147 tons...	26	14,632	1 250 to 1,041 tons...	68	29,168	1 250 to 1,868 tons...	10	10,502	1 250 to 475 tons...	8	3,037
2	200 " 249 " ..	2	455	2 200 " 249 " ..	12	2,635	2 200 " 249 " ..	1	200	2 200 " 249 " ..	1	290
3	150 " 199 " ..	5	835	3 150 " 199 " ..	59	9,260	3 150 " 199 " ..	1	150	3 150 " 199 " ..	1	165
4	100 " 149 " ..	20	2,305	4 100 " 149 " ..	64	7,570	4 100 " 149 " ..	3	345	4 100 " 149 " ..	12	1,290
5	50 " 99 " ..	19	1,270	5 50 " 99 " ..	46	3,425	5 50 " 99 " ..	3	210	5 50 " 99 " ..	35	3,145
6	Under 50 " ..	88	1,519	6 Under 50 " ..	49	1,063	6 Under 50 " ..	30	573	6 Under 50 " ..	4	91
	Total.....	160	21,236	Total.....	298	53,141	Total.....	48	11,980	Total.....	60	7,763

RIDEAU, OTTAWA AND CHAMBLEY CANALS.

1	250 to 337 tons...	2	695	1 250 to 374 tons...	2	698	1 250 to 249 tons...	1	250 to 430 tons...	1 250 to 475 tons...	8	3,037
2	200 " 249 " ..	1	228	2 200 " 249 " ..	1	210	2 200 " 249 " ..	1	200	2 200 " 249 " ..	1	290
3	150 " 199 " ..	5	795	3 150 " 199 " ..	57	9,050	3 150 " 199 " ..	1	150	3 150 " 199 " ..	1	165
4	100 " 149 " ..	9	1,140	4 100 " 149 " ..	48	6,025	4 100 " 149 " ..	1	105	4 100 " 149 " ..	163	17,690
5	50 " 99 " ..	4	300	5 50 " 99 " ..	12	1,015	5 50 " 99 " ..	2	175	5 50 " 99 " ..	348	32,215
6	Under 50 " ..	45	626	6 Under 50 " ..	105	1,215	6 Under 50 " ..	10	150	6 Under 50 " ..	9	98
	Total.....	66	3,784	Total.....	225	18,213	Total.....	13	430	Total.....	521	49,568

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, August 12, 1903.

RICHARD DEVLIN,

Compiler of Canal Statistics.

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 Locks, 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 01 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 02 $\frac{1}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 01 $\frac{1}{4}$	0 00 $\frac{3}{4}$	0 01	0 0 $\frac{3}{4}$
" sail and other.....	0 02 $\frac{1}{4}$	0 02 $\frac{1}{4}$	0 03 $\frac{3}{4}$	0 01 $\frac{1}{2}$	0 01 $\frac{1}{4}$	0 02 $\frac{1}{4}$	0 01	0 02 $\frac{1}{4}$	0 0 $\frac{1}{2}$
<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 02 $\frac{1}{4}$	0 09 $\frac{3}{4}$	0 1 $\frac{1}{2}$
" under 21 years each.....	0 05	0 05	0 10	0 05	0 02	0 04	0 01 $\frac{1}{4}$	0 04 $\frac{1}{2}$	0 0 $\frac{5}{8}$
<i>Class No. 3.</i>									
Bricks, cement and water lime.....	15	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{3}{4}$	0 1 $\frac{1}{2}$
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	0 20	0 20	0 10	0 26	0 14	0 29	0 2 $\frac{1}{2}$

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REVENUE.

TARIFF OF TOLLS.

OF THE DOMINION OF CANADA, 1902.

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 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{4}$ 0 01	0 00 $\frac{3}{16}$ 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

	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. Johns, each way.	Murray Canal, each way.
<i>Class No. 5.</i>									
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{1}{4}$	0 01 $\frac{1}{4}$
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03 $\frac{1}{2}$	0 00 $\frac{1}{4}$
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03 $\frac{1}{2}$	0 00 $\frac{1}{4}$
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05 $\frac{1}{2}$	0 17 $\frac{1}{2}$
Firewood, per cord, in vessels	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23	0 02 $\frac{1}{2}$
" " rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30 $\frac{1}{2}$	0 03 $\frac{1}{2}$
Hoops	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30	0 02 $\frac{1}{2}$
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 $\frac{1}{4}$	0 00 $\frac{3}{8}$
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 $\frac{1}{4}$	0 01 $\frac{1}{4}$
Railway ties, in vessels, each	0 01	0 01	0 01	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 01 $\frac{1}{2}$	0 0 $\frac{1}{8}$
" " rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02 $\frac{1}{4}$	0 00 $\frac{3}{8}$
Sawed stuff, boards, plank, scantling and sawed timber, per M feet, board measure, in vessels	6 30	0 30	0 30	0 15	0 10	0 11 $\frac{1}{2}$	0 06 $\frac{3}{4}$	0 20	0 01 $\frac{1}{4}$
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 36 $\frac{1}{2}$	0 03 $\frac{3}{8}$
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 $\frac{1}{2}$
" " 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 $\frac{1}{2}$	0 02 $\frac{1}{2}$	0 08	0 00 $\frac{3}{4}$
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 $\frac{1}{2}$
" " pipe, per M	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75	0 12 $\frac{1}{2}$
" " West India, per M	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65	0 07 $\frac{1}{2}$
" " 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 $\frac{1}{4}$
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67 $\frac{1}{2}$	0 06 $\frac{1}{4}$
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 $\frac{3}{4}$	0 01 $\frac{1}{4}$
Stone, unwrought, corded, and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37 $\frac{1}{2}$	0 28	0 24	0 77 $\frac{1}{2}$	0 07 $\frac{1}{2}$
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 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 $\frac{1}{2}$	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 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	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 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 $\frac{1}{4}$	0 03 $\frac{1}{4}$	0 03 $\frac{1}{4}$	0 03 $\frac{1}{4}$	0 14	0 03 $\frac{1}{4}$
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.	1/2
3. From Dunnville to Port Colborne.	1/2
4. From Thorold to St. Catharines or Port Dalhousie.	1/2
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.	1/2
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.	1/2
7. From Port Robinson to Allanburg or Thorold.	1/2
8. From Port Robinson to St. Catharines or Port Dalhousie.	1/2
9. From St. Catharines to Port Dalhousie.	1/2
10. From Dunnville to Maitland.	1/2
11. From Port Robinson through the Lock and Chippawa Cut.	1/2
12. From Port Colborne to Port Maitland.	1/2
13. From Chippawa Cut through Lock to Port Robinson.	1/2
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.	1/2
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.	1/2
16. Through the Chippawa Cut only.	1/2
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.	1/2
Vessels and property passing from Chambly to St. Johns, to pay.	1/2

Ottawa Canals.

Sec. 17. The navigation is divided into three sections, viz., Grenville, Carillon and Ste. Anne's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Rideau Canal.

Sec. 18. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, secs. 77, 78, 79, 80 and 81.—

Tay Canal to be part of the Rideau Canal and the following rates of tolls to be levied upon the said Tay Branch of the Rideau Canal system, viz. :—

- Perth to Smith's Falls, 1 section, or one-third of Rideau Canal rates, each way.
- Perth to Kingston, 2 sections, or two-thirds Rideau Canal rates, each way.
- Perth to Ottawa Basin, 2 sections, or two-thirds Rideau Canal rates, each way.
- Perth to River Ottawa, 3 sections, full Rideau Canal rates, each way. O.C. Sept. 27, 1890.

General.

Sec. 19. (a.) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b.) The passing of saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 82.

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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.; pease, 60 lbs.; barley, 48 lbs.; oats, 34 lbs.; beans, 60 lbs.; clover seed, 60 lbs.; timothy seed, 48 lbs.; buckwheat, 48 lbs.; flax seed, 50 lbs.; blue grass seed, 14 lbs.; hemp seed, 44 lbs.; malt, 36 lbs.; castor beans, 40 lbs.; potatoes, turnips, carrots, parsnips, beets and onions, 60 lbs.; bituminous coal, 70 lbs.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 21. The following tolls shall be levied upon property stored at the sheds at the Lachine Canal Basin:—

	Cents.
Wheat and other grain, per week, per bushel	1
Meal " " 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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(e.) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

f.) All dues for storage shall be paid before the removal of the property. O. C. August 21, 1846, October 28, 1846. Con. O. C. Oct. 26, 1889, secs. 90 and 91.

Flour.

Sec. 23. (a.) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b.) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of the exemption.

(c.) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d.) Any part of a day shall be considered as one day. O. C. May 31, 1856. Con. O. C. Oct. 26, 1889, sec. 92.

WHARFAGE DUES ON COAL FOR LOCAL CONSUMPTION IN MONTREAL.

Sec. 24. Coal for local consumption in Montreal, landed on canal property between Montreal Harbour and Côte St. Paul, from vessels other than sea-going, and entering the Lachine Canal from Montreal Harbour, shall be charged wharfage dues at the rate of five cents a ton.

Coal 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 "
<i>Special</i> —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., 3 $\frac{3}{4}$ 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 Timber, &c., to include use of Basin and Wharf for one Month.	For each succeeding month during the Season of Navigation.	For Wintering in Basin or on Wharf.
	Cents.	Cents.	Cents
Timber, square or round, of all kinds, above 12 x 12, per M cubic feet.....	25	20	35
Timber, round or flitted, 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 1902 ONLY.

Sec. 42. For season of 1902 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. April 1, 1902.) 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. April 1, 1902.)

Sec. 43. (a.) That for the current season of navigation of 1902, 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. April 25, 1902.)

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 cooperage is of the same weight as salt cooperage.

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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.)

APPENDIX B

DOMINION 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	8 $\frac{1}{2}$
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
5. Rapide Plat Canal	3 $\frac{1}{2}$
River St. Lawrence	4
6. Galops Canal	7 $\frac{1}{4}$
River St. Lawrence and Lake Ontario	236
7. Welland Canal	26 $\frac{3}{4}$
Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste Marie Canal	1 $\frac{1}{4}$
Lake Superior to Port Arthur	266
	<hr/>
Total	1,223 $\frac{1}{4}$
	<hr/>
To Duluth	1,357
Chicago	1,286
	<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 statute 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 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 "

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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.

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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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 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

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

PORT MAITLAND BRANCH.

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

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

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

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

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit River, Lake St. Clair, the St. Clair River, Lake Huron and River St. Mary to the Sault canal, a distance of about 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

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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 $\frac{3}{4}$ miles.

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

Ottawa River Canals.

The Ste. Anne's Lock.
Carillon Canal.

Grenville 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 Montral.
	Miles.	Miles.
The Lachine Canal.....	8 $\frac{1}{2}$	
From Lachine to Ste. Anne's lock.....	15	23
Ste. Anne's lock and piers.....	$\frac{1}{2}$	23
Ste. Anne's lock to Carillon canal.....	27	50
The Carillon canal.....	$\frac{3}{4}$	51
The Carillon to Grenville Canal.....	6 $\frac{3}{4}$	57
The Grenville canal.....	$\frac{3}{4}$	63
From the Grenville canal to entrance of Rideau navigation.....	56	119
Rideau navigation ending at Kingston.....	126 $\frac{1}{4}$	245

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.

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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 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.

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 $\frac{1}{2}$ feet { 282 $\frac{1}{4}$ rise and 164 fall } at high water.
Dimensions of locks.....	134 x 33 feet.
Depth of water on sills.....	5 feet.
Navigation depth through the several reaches.....	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.

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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.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the 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 up 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.	Interme- diate 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 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 "

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

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

CHAMBLY CANAL.

Length of canal	12 miles.
Number of locks.....	9

Dimensions of locks :—

Guard lock, No. 1 at St. Johns	122 feet.	} From 22½ to 24 feet wide.
Lift " 2	124 "	
" " 3, 4, 5, 6	118 "	
" " 7, 8, 9 combined.....	125 "	
Total rise or lockage.....	74 "	
Depth of water on sills	7 "	
Breadth of canal at bottom	36 "	
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	—
	<hr/> 132¼	<hr/> 32¾
Total distance, Bay of Quinté to a point across Balsam lake . .		165
From Sturgeon Point on Sturgeon lake, 48¾ miles from Lake- field, 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 Burckhorn Rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

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

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

1	Lock at Rosedale, (maintained by the Ontario government)	100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.
2	Locks at Fenelon	134' x 33' x 5' 0" to 7' 6" depth water on mitre sill.
1	" Lindsay	134' x 33' x 5' 0" to 7' 6" " "
1	" Bobcaygeon	134' x 33' x 5' 8" to 7' 0" " "
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 2,100 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 northern 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.

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ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR.
BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Inter- mediate.	Total to Straits of Belle-Isle.
Straits of Belle-Isle.....	Cape Whittle.....	Gulf of St. Lawrence...	240	240
Cape Whittle.....	West Point, Anticosti.....	"	201	441
West Point, Anticosti.....	Father Point.....	River St. Lawrence.....	202	643
Father Point.....	Rimouski.....	"	6	649
Rimouski.....	Bic.....	"	12	661
Bic.....	Isle Verte.....	"	39	700
Isle Verte (opp. Saguenay).....	Quebec.....	"	126	826
Quebec.....	Three Rivers.....	" to Tide-water	74	900
Three Rivers.....	Montreal.....	"	86	986
Montreal.....	Lachine.....	Lachine Canal.....	8 $\frac{1}{2}$	994 $\frac{1}{2}$
Lachine.....	Beauharnois.....	Lake St. Louis.....	15 $\frac{1}{2}$	1,009 $\frac{1}{2}$
Beauharnois.....	Ste. Cécile.....	Beauharnois Canal.....	11 $\frac{1}{2}$	1,021
Ste. Cécile.....	Cornwall.....	Lake St. Louis.....	52 $\frac{3}{4}$	1,053 $\frac{3}{4}$
Cornwall.....	Dickinson's Landing.....	Cornwall Canal.....	11 $\frac{1}{2}$	1,065 $\frac{1}{2}$
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070 $\frac{1}{2}$
Farran's Point.....	Upper end of Croyle's Island.....	Farran's Point.....	3 $\frac{1}{2}$	1,071
Upper end Croyle's Island.....	Williamsburg or Morrisburg.....	River St. Lawrence.....	10 $\frac{1}{2}$	1,081 $\frac{1}{2}$
Williamsburg.....	Rapide Plat.....	Rapide Plat Canal.....	4	1,085 $\frac{1}{2}$
Rapide Plat.....	Point Iroquois Village.....	River St. Lawrence.....	4 $\frac{1}{2}$	1,090
Point Iroquois Village.....	Upper end Presqu'île.....	Point Iroquois Canal.....	3	1,093
Presqu'île.....	Point Cardinal, Edwardsburg.....	Junction Canal.....	2 $\frac{5}{8}$	1,095 $\frac{5}{8}$
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097 $\frac{5}{8}$
Galops Rapids.....	Prescott.....	River St. Lawrence.....	7 $\frac{3}{8}$	1,105
Prescott.....	Kingston.....	"	59	1,164
Kingston.....	Port Dalhousie.....	Lake Ontario.....	170	1,334
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	26 $\frac{3}{4}$	1,360 $\frac{3}{4}$
Port Colborne.....	Amherstburg.....	Lake Erie.....	232	1,592 $\frac{3}{4}$
Amherstburg.....	Windsor.....	River Detroit.....	18	1,610 $\frac{3}{4}$
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,635 $\frac{3}{4}$
Foot of St. Mary's Island.....	Sarnia.....	River St. Clair.....	33	1,668 $\frac{3}{4}$
Sarnia.....	Foot of St. Joseph's Island.....	Lake Huron.....	270	1,938 $\frac{3}{4}$
Foot of St. Joseph's Island.....	Foot of Sault Ste. Marie.....	River St. Mary.....	47	1,985 $\frac{3}{4}$
Sault Ste. Marie.....	Head of Sault Ste. Marie.....	Sault Ste. Marie Canal.....	1	1,986 $\frac{3}{4}$
Head of Sault Ste. Marie.....	Pointe aux Pins.....	River St. Mary.....	7	1,993 $\frac{3}{4}$
Pointe aux Pins.....	Port Arthur.....	Lake Superior.....	266	2,259 $\frac{3}{4}$
Port Arthur to Lake Shebandowan.....			45	
Lake Shebandowan to North-West Angle.....			312	
North-West Angle to Winnipeg.....			95	
Pointe aux Pins to Duluth.....			390	

Of the 2,259 $\frac{3}{4}$ miles from the Straits of Belle-Isle to the head of Lake Superior, 71 miles are artificial navigation, and 2,188 $\frac{3}{4}$ open navigation.

Straits of Belle-Isle to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

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TABLE of distances of Stations between the cities of Ottawa and Kingston,

No. of Station.	Name of Station.	Distances from Ottawa.	Locks.		Dams.		Length of Artificial Canal at each Station in miles.	
			No.	Left at Low Water.	No.	Length.		Height.
				Rise, Ft. In.		Feet.		Feet.
1	Ottawa.....	0	8	82 0	3	230 1,320 1,616	13 33 14	
2	Hartwell's.....	4 $\frac{1}{2}$	2	22 0	...	100	28	4 00
3	Hogsback.....	5 $\frac{1}{2}$	2	13 6	1	320	60	
4	Black Rapids.....	9 $\frac{1}{2}$	1	10 0	1	300	12	0 13
5	Long Island.....	14 $\frac{3}{4}$	3	27 0	3	850	68	0 13
6	Burritt's.....	40 $\frac{3}{4}$	1	10 6	1	240	14	1 50
7	Nicholson.....	43 $\frac{3}{4}$	2	15 2	1	500	9	0 50
8	Clowes.....	44 $\frac{3}{4}$	1	10 0	1	481	16	0 05
9	Merrickville.....	46 $\frac{3}{4}$	3	25 0	1	150	6	0 33
10	Maitland.....	55	1	4 9	1	270	8	0 13
11	Edmonds.....	59 $\frac{1}{2}$	1	10 10	1	343	8	0 06
12	Old Slys.....	60 $\frac{1}{2}$	2	15 6	1	250	20	0 25
13	Smith's Falls.....	61 $\frac{1}{2}$	4	33 9	2	600	24	0 13
14	First Rapids or Poonamalie.....	64	1	7 9	1	260	5	1 25
15	Narrows.....	83 $\frac{1}{4}$	1	4 0	1	600	9	0 06
Total rise at low water.....				292	3			
				Fall.				
16	Isthmus.....	87 $\frac{1}{2}$	1	4 0				1 25
17	Chaffey's.....	92	1	12 6				0 13
18	Davis.....	94 $\frac{1}{2}$	1	9 0	1	300	15	0 06
19	Jones' Falls.....	97 $\frac{1}{2}$	4	60 0	1	300	60	0 25
20	Brewer's Upper Mills.....	108 $\frac{1}{2}$	2	19 0	1	200	20	1 75
21	" Lower Mills.....	110	1	14 2	1	200	12	1 25
22	Kingston Mills.....	120 $\frac{1}{4}$	4	46 8	1	6,042	14	0 25
23	Kingston.....	126 $\frac{1}{4}$						
Total fall at low water.....				165	4			
Total.....			47		24	15,472		16 46

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