

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM JULY 1, 1905, TO
JUNE 30, 1906

*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

1906

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &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, 1905, to June 30, 1906.

All of which is respectfully submitted.

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

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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, 1906.

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 I. 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 1905-6 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:—

The total railway expenditure for the year amounts to \$15,732,812.40; of which \$6,102,565.74 was charged to capital, \$7,893,653.49 to revenue, and \$1,736,593.17 to income.

The expenditure on capital included \$1,841,269.95 for the National Transcontinental Railway.

The expenditure on income included the sum of \$1,637,574.37 paid as subsidies to railways other than the government roads, also \$83,092.05 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway, including the Windsor Branch, was \$11,364,571.23, namely, on capital account \$3,765,170.90, and on revenue account \$7,599,400.33.

The expenditure on the Prince Edward Island Railway was \$790,378.05, of which \$496,124.89 was on capital and \$294,253.16 on revenue account.

The expenditure on canals aggregates \$2,758,022.32, of which \$1,552,121.21 was chargeable to capital, \$319,877.14 to income, \$497,694.77 for staff, and \$388,329.20 for repairs.

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Adding to the above the further sum of \$37,484.64 for miscellaneous expenditures common to both branches, the total departmental expenditure for railways and canals for the past fiscal year amounted to \$18,528,319.36, a decrease compared with the previous year of \$1,248,818.58.

The total revenue derived from the government works for the past fiscal year was \$8,058,610.73, namely, from railways, \$7,950,552.97, and from canals, \$108,067.76, of which the sum of \$107,717.32 was derived 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. A further Order of February 25, 1905, continued the exemption for the season of 1905, and on June 22, 1905, the system of toll collection was definitely abandoned in respect of any and all the canals of the Dominion.

A sufficient staff has, however, been retained to carry on the essential work of recording the traffic through the canals—information which is requisite for the proper knowledge and appreciation of the commercial progress of the country—and for the collection of such other revenues as are derivable from the leasing of canal lands and water powers, &c.

The total expenditure on government railways prior to and since Confederation (July 1, 1867), up to July 1, 1906, amounts, on capital account, to \$154,876,086.62, 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 \$159,466,261.69, which includes \$34,255,135.06, paid as subsidies to railways other than the Canadian Pacific Railway, making a total expenditure of \$314,342,348.31. 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 System.

The total revenue received from the government railways from July 1, 1867, to July 1, 1906, amounts to \$112,571,053.19.

The government expenditure on canals prior to and since Confederation (July 1, 1867) to July 1, 1906, amounts on capital account, to \$90,846,879.60, of which \$20,593,866.13 was expended prior to Confederation, and from the consolidated fund to \$23,548,402.07, making a total of \$114,395,281.67.

The total revenue derived from canals during the same period is \$13,513,583.32.

The total expenditure on railways and canals up to July 1, 1906, is, as above, \$429,443,069.73, to which must be added for miscellaneous expenditures, embracing both, \$705,439.75; making a grand total of \$429,443,069.73.

The total revenue derived from railways and canals from July 1, 1867, to July 1, 1906, is \$126,084,636.51.

Details of the above will be found in statements of the accountant of the department. Part I., pages 3 to 50, inclusive.

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RAILWAYS.

The present report deals with those railways of the Dominion directly controlled by the Federal Government, and with others, towards the construction of which subsidies have been granted or authorized.

All Canadian railway companies, however, are required by statute to furnish statistical returns, annually, under oath, giving details as to the operation of their roads, and various items of information, financial and otherwise. These sworn returns are digested and summarized by the Comptroller of Railway Statistics, and this summary, for the year ended June 30, 1906, is printed as a separate report.

Following the course, however, adopted for some years past, there is here furnished a digest of the compilation so made; supplying to the general public, in concise form, a general idea as to the position of railway matters in Canada.

It is to be observed, with satisfaction, that, this year, the railway companies have, without exception, fulfilled their statutory obligations by sending in their returns in due time; and the vexatious delays on their part in the matter, which, in previous years, have retarded compilation, have ceased to exist. Consequently, no list of delinquent companies has to be here recorded, as was the case in former reports.

STEAM RAILWAYS.

The number of steam railways in actual operation, including the two government roads, the Intercolonial and the Prince Edward Island Railways at the close of the fiscal year, June 30, 1906, was 198; some of these, however, are amalgamated or leased, making the total number of controlling companies 94, not including the government railways. The number of companies absorbed by amalgamation was 59, and the number of leased lines was 42.

On June 30, 1906, the number of miles of completed railway was 21,518, an increase of 917 miles, besides 4,085 miles of sidings. The number of miles laid with steel rails was 21,444, of which 878 miles was double track. The number of miles in operation was 21,353.*

The paid-up capital amounted to \$1,332,498,705, an increase of \$83,832,291.** The gross earnings of the year amounted to \$125,322,865 an increase of \$18,855,666, and the working expenses aggregated \$87,129,434, an increase of \$7,151,860, compared with those of the previous year; leaving the net earnings, \$38,193,431, an increase of \$11,703,806. The number of passengers carried was 27,989,782, an increase of 2,701,059, and the freight traffic amounted to 57,966,713 tons, an increase of 7,072,756 tons. The total number of miles run by trains was 72,723,482, an increase of 6,789,368.

The rolling stock comprised: For passenger service, 2,477 cars; for freight service, 91,276, including 61,929 box and cattle cars; and for operation and maintenance service 6,161, making a total of 99,914 cars. Of these, 86,442 were equipped with air-

NOTE.—* Of this mileage, the Canadian Pacific comprise 8,506.30 miles (5,169 owned and 3,337.30 leased), the Grand Trunk Railway 3,111.13 miles; the Intercolonial, 1,483.66 miles, including the Windsor Branch; the Canada Atlantic, 453.90 miles (395.60 miles owned, and 58.30 leased) and the Canadian Northern 2,482.20 miles (2,131.72 owned and 350.48 leased).

**The main items of this increase are the following: Canadian Northern, \$15,671,804; Canadian Pacific, \$17,877,753; Grand Trunk, \$5,840,638; Intercolonial, \$3,764,456.

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brakes, and 91,182 were fitted with automatic couplers, an increase of 5,801 over the previous year. The locomotives numbered 2,931.

The accident returns show a total of 361 persons killed. 16 being passengers, 139 employees and 242 others. and, in addition, 1,365 injured. of whom 236 were passengers, 890 employees and 242 others. By train collisions and derailments, 1 passenger, 35 employees and 2 others were killed, and 102 passengers, 95 employees and 12 others were injured. Through jumping on or off trains or engines in motion, 5 passengers, 8 employees and 20 others were killed, and 49 passengers, 70 employees and 40 others were injured. Through walking, lying or being on the track 5 passengers, 38 employees and 125 others were killed, and 2 passengers, 43 employees and 65 others were injured. Through falling from cars or engines, 4 passengers, 12 employees and 3 others were killed, and 20 passengers, 163 employees and 22 others were injured. Through being struck by engines or cars at highway crossings, 1 passenger, 2 employees and 47 others were killed, and 2 employees and 74 others were injured. In the work of coupling cars, 10 employees were killed, and 128 employees were injured, a total of 138, as against 130, 178, 211, 241 and 290 in the five preceding years, respectively ; a very satisfactory testimony to the efficiency and value of the automatic car coupler, now happily growing into general use.

By the Railway Act, 1903, section 211 (c) railway companies are required to provide and use on their engines and cars 'couplers which couple automatically, by impact, and which can be uncoupled without the necessity of men going in between the ends of the cars.'

ELECTRIC RAILWAYS (INCLUDING STREET RAILWAYS AND TRAMWAYS).

At the close of the fiscal year ended June 30, 1906, there were 814 miles completed, of which 811 miles were laid with steel rails, 195 miles being double-tracked. The paid up capital amounted to \$63,857,970, 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 814, the actual increase being 21 miles. The gross earnings aggregated \$10,966,872, an increase of \$1,609,747, and the working expenses \$6,675,038, an increase of \$756,844, leaving the net earnings, \$4,291,834, an increase of \$852,903. The number of passengers carried was 237,655,074,* an increase of 34,187,757, and the freight carried amounted to 506,024 tons, a decrease of 4,326 tons. The car mileage was 59,618,836, an increase of 4,659,735 miles. The accident returns show a total of 47 persons killed during the year, 12 being passengers, 2 employees and 32 others. In addition, 1,653 persons were injured, of these 1,088 were passengers, 125 employees and 440 others; 1 employee and 1 other were killed, and 85 passengers, 13 employees and 8 others injured in collisions derailments; 3 passengers and 2 employees were killed, and 844 passengers, 17 employees and 11 others injured, through jumping on or off cars in motion; 2 passengers and 13 others were killed, and 2 passengers and 128 others injured through walking or being on the track; 1 passenger was killed, and 72 passengers,

* The city street railways and their extensions carried passengers as follows:—Montreal (3 companies), 77,048,867; Toronto (3 companies), 74,960,886; Ottawa, 10,741,808; Quebec, 6,049,097; Hamilton (4 companies), 8,520,213; Winnipeg, 14,155,360; London, 5,294,553; Halifax, 3,403,747; St. John, 2,688,989; Vancouver, Victoria and New Westminster (operated and returns made by one company), 12,395,582

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16 employees, and 2 others injured, through falling from cars; 4 passengers, and 19 others were killed, and 16 passengers, 8 employees, and 225 others injured by being struck by cars at highway crossings. 7 employees were injured by coupling cars. Power was supplied in 15 cases by water, and in 41 cases by steam. Ontario has 441 miles, Quebec 198, New Brunswick 16, Nova Scotia 54, Manitoba 32, and British Columbia 72 miles. Returns were received from 47 companies.

ALL RAILWAYS, STEAM AND ELECTRIC.

At the close of the fiscal year ended June 30, 1906, the conjoined statistics of steam and electric roads (including street railways) show the following results:— There were 22,332 miles of railway completed, 22,167 miles being in operation. The paid up capital amounted to \$1,396,356,675. The gross earnings were \$136,289,737, and the total working expenses \$93,804,472, making the net earnings \$42,485,265; 265,644,856 passengers, and 58,472,737 tons of freight were carried; 28 passengers were killed.

The following indicates the railway growth in Canada from year to year, since the opening of the first line in 1836:—

Year.	Miles in opera- tion.	Year.	Miles in opera- tion.
1835	0	1871	2,695
1836	16	1872	2,899
1837	16	1873	3,832
1838	16	1874	4,331
1839	16	1875	4,804
1840	16	1876	5,218
1841	16	1877	5,782
1842	16	1878	6,226
1843	16	1879	6,858
1844	16	1880	7,194
1845	16	1881	7,331
1846	16	1882	8,697
1847	54	1883	9,577
1848	54	1884	10,273
1849	54	1885	10,773
1850	66	1886	11,793
1851	159	1887	12,184
1852	205	1888	12,585
1853	506	1889	12,585
1854	764	1890	13,151
1855	877	1891	13,838
1856	1,414	1892	14,564
1857	1,444	1893	15,005
1858	1,863	1894	15,627
1859	1,994	1895	15,977
1860	2,065	1896	16,270
1861	2,146	1897	16,550
1862	2,189	1898	16,870
1863	2,189	1899	17,250
1864	2,189	1900	17,657
1865	2,240	1901	18,140
1866	2,278	1902	18,714
1867	2,278	1903	18,988
1868	2,278	1904	19,431
1869	2,524	1905	20,487
1870	2,617	1906	21,353

To the above is to be added the following, in respect of electric railways from the year 1901, the first year of publication of returns:—

Year 1901.....	553	miles in operation.
“ 1902.....	558	“ “
“ 1903.....	759	“ “
“ 1904.....	767	“ “
“ 1905.....	793	“ “
“ 1906.....	814	“ “

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 operation will be found in the appendices, Part II., 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 the government roads for the past fiscal year, 1905-6, ended on the 30th of June, 1906, amounted to \$7,950,552.97, and, compared with the preceding year, show an increase of \$899,660.86. The gross working expenses amounted to \$7,893,653.49, a decrease, compared with the previous year, of \$1,012,600.86.

The operations of the year resulted in a net gain of \$56,899.48, against a net loss in the preceding year of \$1,855,262.24.

The Intercolonial produced a profit of \$61,915.54, the Windsor Branch a profit of \$31,966.53, and the Prince Edward Island Railway a loss of \$36,982.59.

It should be noted that in the statements of the accountant, the figures relating to the Windsor Branch of the Intercolonial are included in those of that railway.

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.

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 Chaudiere to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On June 30, 1904, the total mileage of the railway and its branches was 1,320.92 miles, the addition being due to the completion of the Riviere Ouelle Branch.

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During the fiscal year 1904-05, that length was increased by the purchase, on October 1, 1904, of the Canada Eastern Railway from Gibson to Loggieville, 123·67 miles, and by the surrender, on April 19, 1905, of the Fredericton and St. Mary's bridge, and connected property, 1·33 mile. The total mileage of the Intercolonial Railway system in operation on June 30, 1905, was 1,445·92 miles. No change has been made during the fiscal year 1905-6.

CAPITAL ACCOUNT.

During the past fiscal year there was an addition of \$3,765,170.90 to the capital account, 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., chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway, up to July 1, 1906, \$81,238,728.63.

The additions during the year included (omitting cents) the following more important items: for rolling stock, \$1,291,234; steel rails and fastenings, \$379,956; additional sidings and spurs, \$120,127; Fredericton and St. Mary's Bridge, \$300,000; increased accommodation at Halifax, \$304,371; at Moncton, \$88,187; at Truro, \$99,743; at Pictou, \$100,531; at St. John, \$75,784; at Sydney, \$54,432; for the extension to Sydney Mines, \$42,402; for strengthening bridges, \$244,582; and for double-tracking parts of the line, \$206,948. Other improvements have been made on various parts of the line, on capital account, increasing its facilities for handling traffic, and rendering operation easier and safer; these include the application of air-brakes to a further number of freight cars, and the substitution of M.C.B. couplers for the old draw-bar on such cars. The reports of the General Manager, the Chief Engineer and other officers of the railway will be found in the appendices hereto, Part II., giving copious details in the matter.

REVENUE ACCOUNT.

The gross earnings of the year amounted to \$7,643, 829.90, an increase, compared with the preceding year, of \$860,307.07, and the working expenses to \$7,581,914.36, a decrease of \$926,912.39, leaving a surplus of \$61,915.54.

The several classes of expenditure were to the following amounts (omitting cents): for locomotive power, including salaries, wages, fuel, repairs, &c., \$2,930,075, a decrease, compared with the previous year of \$236,578; car expenses, \$1,617,119, a decrease of \$423,014; maintenance of way and works, \$1,397,143, a decrease of \$325,473; station expenses, \$1,032,764, an increase of \$95,948; for 'general charges,' which include staff and agents' salaries, damages paid, ferry service, printing and advertising, and agency expenses, \$586,267, an increase of \$50,726.

Comparing the earnings with those of the previous year, the passenger traffic produced 30·06 per cent of the gross earnings, and amounted to \$2,297,716.52, an increase over those of the preceding year of \$192,649.77, the freight traffic 65·67 per cent, amounting to \$5,019,805.53, an increase of \$646,626.98, and the carriage of mails and express matter 4·27 per cent, amounting to \$326,307.85, an increase of \$21,030.32.

Based on a total mileage of 1,445·92 (against 1,414·67 miles the previous year) the earnings per mile amounted to \$5,286.48, an increase of \$491.35 per mile compared

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with the previous year. The earnings per train mile amounted to 1·029 cents against 0·929 cents the previous year. The earnings per engine mile amounted to 82·15 cents against 72·08 in the previous year.

The working expenses per mile of railway were \$5,243.66, a decrease of \$771.04; the expenses per train mile were 102·12 cents, a decrease of 14·49 cents, and per engine mile 81·48 cents, a decrease of 8·94 cents. These figures include the rental for the extension into Montreal.

The engine mileage was 9,304,511, a decrease of 105,782 miles; the train mileage was 7,424,831, an increase of 128,086 miles, and the car mileage 93,746,123, an increase of 5,490,846 miles, compared with the previous year.

GENERAL OBSERVATIONS.

The following details, showing the principal items of the traffic of the railway during the past fiscal year in comparison with that of the previous year, will be found of interest.

The number of passengers carried was 2,737,160, a decrease of 73,800. The number of local passengers decreased to the extent of 98,456, but there was an increase of 24,656 in the number of through passengers. The freight traffic aggregated 3,156,189 tons, an increase of 373,932. The local freight increased by 294,335 tons, and the through freight by 79,597 tons.

The following shows the principal goods carried and their quantities, and also a comparison with the quantities carried in the previous year.

Of flour and meal 1,882,630 barrels, an increase of 113,150; of grain, 2,924,226 bushels, a decrease of 393,684; of lumber, 572,878,600 superficial feet, an increase of 54,444,290; of live stock, 106,589 head, a decrease of 4,081; of coal, 620,272 tons, an increase of 17,895; of manufactured goods 866,955 tons, an increase of 234,932; of fire-wood, 47,106 cords, a decrease of 11,294; of goods other than the above, 510,080 tons, an increase of 5,089 tons.

The satisfactory showing indicated by the above statements, has, unfortunately, been marred by a most disastrous fire that occurred on the 24th of February, 1906, in the workshops at Moncton, completely destroying a number of the principal buildings and their contents, together with a quantity of rolling stock, and causing considerable damage otherwise. Immediate steps were taken to meet the emergency by temporary provisions, the entire cost of which was defrayed from revenue, and to rebuild, on a more extensive and suitable site. For this purpose an area of 287½ acres has been purchased and the new buildings are in course of construction.

The winter was a comparatively mild one, and but little delay was experienced from snow-storms. The direct cost of snow and ice removal was \$55,380.62. The value of the stores in hand at the close of the year, including fuel and steel rails and fastenings, was \$1,493,723.83.

Details of works executed, and financial and other statements from the officers of the road will be found in the appendices, Part II.

It is desirable that I indicate more fully than in my general summary, above given, some of the features of the improved financial position of the Intercolonial

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in its last years' operation, which have resulted not only in an increase of \$860,307.07 in the traffic returns, but in a reduction of expenditure to the amount of \$926,912.39, making a total betterment of no less than \$1,787,219.46 in the road's financial standing as compared with the previous year, while, at the same time, it cannot be too strongly asserted that the reductions so carried out have involved no degradation of the standard of the railway, which, on the contrary, has never been higher than during the year past, both from the structural, maintenance, and operation points of view; nor has the standard of wages been lowered.

In locomotive power there was a reduction, omitting cents, of \$186,577; in car expenses, comprising train expenses and ordinary repairs, \$423,013; and in maintenance of way and works \$325,473. In these figures, omitting cents, on the item of coal there was a reduction of \$80,515, while oil waste and small stores cost \$9,259 less. The following were the reductions in the cost of repairs, omitting cents:— To engines, tenders, and engine tools, \$116,506; to passenger cars \$57,612, and to freight cars, \$319,908. In the repairs of roadway a reduction of \$146,275 was effected; further, as the result of the improved engine service, which, as below mentioned amounts to an increase of 15.9 tons per engine mile, the cost of wages in that connection has been correspondingly lessened; the reduction so caused amounting to \$72,587.

Analysing further the engine and car mileage, I may state that the total engine mileage for 1905-6, 9,304,511 miles, a reduction, compared with the previous year, of 105,782, comprised freight train miles 4,730,595, an increase of 326,570; passenger 2,694-236, a decrease of 198,484, and shunting and light engines 1,879,680, a decrease of 223,868. The total car mileage, 93,746,123 miles—an increase of 5,490,846—comprised freight cars, 78,399,746 miles, an increase of 5,659,825, and passenger cars, 15,346,377 miles, a decrease of 168,979. The total ton miles amounted to 851,211,445, an increase, compared with the previous year, of 140,161,712. This is equivalent to 91.5 tons per engine mile, as against 75.6 in the preceding year, an increase of 15.9 tons.

It is only proper to observe, in the comparison of the Intercolonial expenditures of last year with those of the previous year, that the year 1904-5 was marked by the exceptionally heavy cost entailed by the unprecedented severity of the winter season, a cost which is set down in the railway official statement at \$264,716; whereas the winter of 1905-6 was of such mildness that the cost is placed at only \$55,380. Again, in 1904-5 the assistance rendered to the eastern portions of Nova Scotia and Prince Edward Island by the free transport of hay entailed, as stated in my last report, a cost which I estimated at \$140,000. This, of course, has no parallel in the year now closed; nor in any preceding year.

A very important measure has been adopted in connection with the account system of the Intercolonial, which will have far-reaching and satisfactory effect in the future handling of this important branch. The system has now been brought into conformity with that in force on the leading Canadian railways and on the railways of the United States as laid down by the Inter-State Commerce Commission, and, as a result of such conformity, the vexatious and troublesome discrepancies that have heretofore embarrassed the road in its dealings with other roads will disappear, and

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harmonious working out of the various complicated questions constantly arising between them will be attained.

As an important feature of the new system, there will be gathered, compiled, and recorded, itemized information as to all expenses and cost of the railway operation, and the several operating officers in charge of the various branches of management will from time to time, be kept fully apprised of the cost of the works or operations incidental to their own particular charge, and, with the data thus afforded them, be enabled to keep absolute check of such expenditures, and to control any tendency to waste. General statements will be, from time to time, furnished to the General Manager and to the department, embodying the expenditures, in detail. The existence of such a check cannot but have a very beneficial effect on the management of the road, from the financial point of view.

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 the gross receipts) amounted to \$49,452.50, a decrease of \$586.17. The expenses of maintenance amounted to \$17,485.97, a decrease of \$9,377.19, leaving the net profit to the government \$31,966.53.

All necessary repairs and renewals have been carried out, and the road has been maintained in good condition. A new passenger station, with an addition to the freight house were built at Windsor.

PRINCE EDWARD ISLAND RAILWAY.

The mileage of the railway was increased by the opening of the branch from Charlottetown to Murray Harbour, including the Vernon River Branch between Lake Verde and Vernon, in all 52.3 miles, making the total length of this railway system 261.3 miles.

CAPITAL ACCOUNT.

The total cost of the road and its equipment chargeable to capital account at the close of the past fiscal year was \$7,215,538.69, there having been an addition during the year of \$496,124.89.

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The chief items of this expenditure were in connection with the works on the Murray Harbour branch, namely, \$118,295.17. and a further sum of \$75,733.99 on the Hillsborough bridge at Charlottetown, which is a part of this branch. A total of \$113,325.31 was expended on the branch line from Cardigan to Montague Bridge and \$27,208.37 on the branch line to Vernon River bridge. Other items of improvement were for increased accommodation at Charlottetown, \$63,379.17. At various points on the railway the accommodation was improved, amongst others, at Georgetown at a cost of \$19,996.99. The sum of \$19,987.89 was expended in applying Westinghouse air-brakes and air signals to cars, and \$10,994.47 on applying the M.C.B. couplers to rolling stock.

REVENUE ACCOUNT.

The gross earnings amounted to \$257,270.57, an increase of \$39,939.96, compared with the previous year, and the working expenses to \$294,253.16, a decrease of \$76,121.28. The expenditure was in excess of the earnings to the extent of \$36,982.59.

The number of passengers carried was 256,092, an increase of 20,898, producing \$114,053.82, an increase of \$11,548.27. Of freight 87,162 tons were carried, an increase of 13,193 tons, producing \$121,621.58, an increase of \$26,896.88. The earnings from mails and sundries amounted to \$21,595.17, an increase of \$1,494.81.

The engine mileage was 431,678 miles, a decrease of 10,815 miles; the train mileage was 313,501 miles, a decrease of 29,800 miles.

The working expenses per train mile were 93.86 cents, a decrease of 14.05 cents, and per mile of railway \$1,205.95, a decrease of \$566.60 per mile.

The receipts per mile of railway amounted to \$1,054.39, an increase of \$14.53 per mile.

The percentages of gross receipts were as follows:— Passenger earnings 44.34 per cent, a decrease of 2.83 per cent; freight 47.27 per cent, an increase of 3.69 per cent; and other items 8.39 per cent, a decrease of 0.86 per cent.

The value of stores on hand at the close of the fiscal year, including fuel and steel rails, was \$73,044.87.

The destruction by fire on the 30th November, 1905, of the carpenter and blacksmith shop at Charlottetown entailed considerable expenditure.

Details will be found in the appendices, Part II.

The following represents the condition of the 27 locomotives, which constitute the locomotive power on the Prince Edward Island Railway:—

Three were built in 1873, and are of no further use, being worn out; 4 were built in 1876, and are of no use; 4 were purchased in 1882, and are in good order, but being too light for the main line, they can only be used as shunters; 2 were purchased in 1884, and are in good order, but can be employed only for light specials; 2, one purchased in 1873 and the other built in 1866, have been discarded, as of no further use; 2 were purchased in 1899; 2 in 1900; 2 in 1902; 4 in 1904; 1 in 1905, all of which are in good order; 1 purchased in 1887 has been repaired and is now in good order.

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The position, accordingly, seems to be that 9 of these engines are of no further use, 4 are in fair condition for use as shunters, and 14 are in good condition.

It seems proper to remark that the population of Prince Edward Island, according to the last census of 1901, is under 104,000, and that this population is mainly agricultural. To meet the expenses of the railway, with the engine mileage above shown—equivalent to about 4 engine miles per head of population—about \$3 per head, or, say, \$15 per family, would be required, an amount which, under the existing conditions, it would be difficult to obtain.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Ed. VII., chap. 58 (1903) amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council dated January 18, 1904, which also appointed certain persons as commissioners. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

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

In the annual report of the fiscal year 1900-01, will be found a full report from the engineer in charge on this subject and also (on p. xv.) a summary of the work done and the conclusions arrived at. Previous reports were printed in the annual reports for the years 1898-99 and 1899-1900.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have agreed with His Majesty in respect of the construction of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson or some other port in British Columbia, as may be agreed upon. The railway is to be composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and through the province of Manitoba to the city of Winnipeg, and the western division, between Winnipeg, or some point on the said eastern division, and the Pacific ocean. The eastern division is to be constructed by the government under four commissioners to be appointed by the Governor in Council, and thereafter leased to and maintained and operated by the company, who undertake to construct at their own cost and to maintain and operate the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the

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first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than \$20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction, such amount not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys to be made).

The several expenditures to be made under these Acts and agreements are to be so made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly. The board are to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to Parliament.

The Board of Commissioners was duly appointed by Order in Council, together with the necessary officers, and is established with its headquarters in the city of Ottawa.

The report of the board for the fiscal year ended on June 30, 1906, has been received, and will be laid before Parliament in due course.

It may, however, be desirable to briefly summarize here the results of operations carried on.

The total expenditure by the board amounted for the fiscal year to \$1,479,071.77, added to which there was paid from the Finance Department, but chargeable against the railway, the sum of \$352,191.73 for the purchase of the Grand Trunk Pacific surveys, stores, &c., within the zone of the surveys conducted by the board, and further amounts paid by this department aggregating \$10,006.45, making the total expenditure on the railway for the fiscal year \$1,841,269.95.

The previous expenditure amounted to \$784,740.68, making the total expenditure up to June 30, 1906, \$2,626,010.65.

From the report of the Board it appears that the various surveys carried on have produced satisfactory results, and that the basal intention that the railway, throughout, should be so located as to afford grades of exceptional ease in operation not exceeding 0.40 per 100 against east bound and 0.60 per 100 against west bound traffic and curves of the greatest possible radius has been closely regarded, though the endeavour to meet this requirement has, of course, entailed much additional survey work.

Connected lines of survey have now been obtained for the entire distance between Moncton and Winnipeg.

During the past year, 9,156 miles of survey were made, including exploratory, preliminary, first location, revised location, and final location. Of first location there

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were 1,734 miles ; of revised location, there were 618 miles, and of the final 358 miles.

At the close of the fiscal year, construction was in progress, under contract, on 150 miles from the Quebec bridge westerly, and also on 244 miles from a point a few miles east of Winnipeg to the approximate point of junction of the Thunder Bay Branch of the Grand Trunk Pacific near Peninsular Crossing, longitude 92°. The Cap Rouge viaduct, a short distance, west of the Quebec bridge, was under contract.

On the Western Division of the railway, to be built by the Grand Trunk Pacific Railway Company, the report of the Government Chief Engineer shows the position to be as follows, up to the 1st of September, 1906. Plans and profiles of the located line have been approved by Order in Council for a total distance of about 720 miles, covering the distance from Portage la Prairie to a point about 8 miles east of Edmonton, and the works are in progress on this section, though the scarcity of labour has affected their advancement. The location in the prairie country has been so selected as to carry the road through a fine farming district, and to give a line of railway with easy curvature and with such gradients that no grade will exceed 0·40 per 100 against the traffic moving east and 0·50 per 100 against the west bound traffic. This will, of course, involve much work of heavy character, but the results to be thereby attained will have a most important bearing on the successful and economical operation of the railway. This report of the Chief Engineer will be found in the appendices.

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, 1905.

A tabulated statement of payments will be found in Part I., 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, 1902 and 1905.

Information has been brought down to the end of the fiscal year 1905-06.

SUBSIDY CONTRACTS ENTERED INTO DURING 1905-06, TO JUNE 30, 1906.

Canadian Pacific Railway Company.—From St. Philippe d'Argenteuil Station, &c., northerly, 3 miles; contract dated March 20, 1906.

Central Ontario Railway Company.—From a point near Bancroft to a point near Whitney, 40 miles; contract dated September 6, 1905.

Chateauguay and Northern Railway Company.—From a point in Hochelaga Ward, Montreal, to a point on Great Northern Railway in or near Joliette, &c., 42 miles; contract dated June 26, 1906.

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Kettle River Valley Railway Company.—From Grand Forks to a point 50 miles up Kettle River, 50 miles; contract dated July 28, 1905.

Klondike Mines Railway Company.—From Dawson to Stewart River, 84 miles; contract dated May 25, 1906.

Kootenay Central Railway Company.—From Golden to International boundary line, via Windermere and Fort Steele, &c., through Crow's Nest Pass at or near Elko, 186 miles; contract dated June 23, 1906.

Mabou and Gulf Railway Company, Limited.—From Mabou Coal Mines to a point near Glendyer, thence to Orangedale on Intercolonial Railway, 34 miles; contract dated July 5, 1905.

Midway and Vernon Railway Company.—From Midway to Vernon, 150 miles; contract dated July 28, 1905.

SUBSIDIES PAID DURING THE FISCAL YEAR ENDED JUNE 30, 1906.

Canadian Pacific Railway (Kootenay and Arrowhead Branch... ..)	\$ 89,076 00
Chateauguay and Northern Railway... ..	116,000 00
Halifax and South-Western Railway... ..	176,512 00
James Bay Railway... ..	651,264 00
La Compagnie du chemin de fer de Colonization du Nord... ..	75,376 00
Middleton and Victoria Beach Railway... ..	50,303 80
Nicola, Kamloops and Simalkameen Railway Coal and Railway Company... ..	110,592 00
Orford Mountain Railway... ..	45,764 50
Quebec and Lake St. John Railway... ..	86,016 00
Restigouche and Western Railway (now International Railway Company of New Brunswick)... ..	50,070 07
	\$1,450,974 37

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.

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

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*
“ 1903-04	“	1904	2,046,878 45*
“ 1904-05	“	1905	1,275,629 53*
“ 1905-06	“	1906	1,637,574 37*
			\$31,229,885 06

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, 1906..	\$	34,255,135	06
The main line subsidy to the Canadian Pacific Rail- way was paid from 'Capital,' amounting to..	..	25,000,000	00
Total paid as subsidies..	\$	59,255,135	06

The above does not include the amount \$2,394,000, due to the province of Quebec for the railway between Ottawa and Quebec, which amount 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 49 of the accountant's statement, Part I.)

NOTE.—The names, locations and mileage of the several railways of the Dominion, together with those of the branch lines composing their systems will be found in the 'Railway Statistics,' now issued as a separate report.

* In these amounts the subsidy of \$186,000 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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ALBERTA 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.

Payments of subsidy to the extent of \$924,976 had been made up to June 30, 1905. No further payments have been made up to June 30, 1906.

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,

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

By the Subsidy Act of 1901, 1 Ed. VII., chap. 7, item 9, the grant of a subsidy was authorized for the 30 miles between Caplin and Paspébiac, namely, of \$3,200 a mile, with a further subsidy of 50 per cent of cost in excess of \$15,000 a mile; in all, not exceeding \$6,400 a mile; the subsidy contract to be made 'with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company.' The Act 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 and works incidental thereto;' 3rd, 'towards payment of overdue balances, *pro rata*, in settlement of claims for labour, boarding-house claims, and supplies furnished in connection with the said section of railway.'

Under date July 25, 1901, a subsidy contract was entered into accordingly. The road was completed, and, on inspection, was so reported in June, 1903. The question of the amount of subsidy earned remained to be decided, involving decision as to the actual, necessary and reasonable cost of this 30 miles of railway.

On examination, this cost was found to be \$589,485.37, and the total subsidy earned \$165,735.

By an order in council of July 23, 1904, authority was given for certain payments on that basis, and for the appointment of a special commissioner for the investigation of the various claims presented for labour, &c.

Up to June 30, 1904, payments had been made to the extent of \$104,153.98. Of this total, \$32,153.98 was for bridge superstructures, and \$72,000 to the trustees for road-bed completion.

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During the fiscal year 1904-05 there was paid a total of \$42,336.86, of which \$14,675.84 was paid to the trustees for road-bed completion, and \$27,661.02 for labour, &c., making the payments up to June 30, 1905, \$32,153.98 for bridge superstructures, \$86,675.84 for road-bed completion, and for labour, &c., \$27,661.02, a total of \$146,490.84. The number and amounts of the claims put forward for labour, &c., were so considerable, and they were of so complicated a character, that the necessary investigation before the apportionment of the moneys available could be made was a matter of time and difficulty. This investigation was carried out by the department, and, finally, by Judge Langelier, of Quebec, upon whose decision payments have been made as above stated. No further payments have been made up to June 30, 1906.

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 the portion of this railway from Metapedia eastwardly towards Paspebiac, 70 miles, to the extent of \$620,000.

ATLANTIC AND NORTH-WEST RAILWAY COMPANY.

(Leased to the Canadian Pacific 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, 1906, is \$3,172,200. Payment is made by the Department of Finance direct.

ATLANTIC, QUEBEC AND WESTERN RAILWAY COMPANY.

(See No. 595.)

This company was incorporated by the Act of Quebec, 1 Ed. VII., (1901) chap. 63 with powers to construct a railway from Gaspé Basin to some point north of Causapsal, but not beyond Sayabec, in the county of Matane. Other powers were granted of a general commercial character.

By the Dominion Act, 3 Ed. VII., chap. 81 (1903), the above company was declared to be for the general advantage of Canada, and authority was granted to them, in addition to that conferred by their Act of incorporation, to construct a railway from a point north of Causapsal on the Intercolonial Railway, to a point at or near Edmundston, N.B.

By the Dominion Subsidy Act, 3 Ed. VII., (1903) chap. 57, item 51, 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, limited in all to \$6,400 a mile, was authorized for a railway from Gaspé to a point at or near Causapsal on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a railway from Paspebiac to Gaspé, not exceeding 102 miles.

The company having applied for the subsidy granted for the line from Paspebiac to Gaspé, a contract was entered into with them, accordingly, on February 25, 1905, under authority of order in council dated January 28, 1905.

No payments have been made up to June 20, 1906.

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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 Quinté, 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 (formerly the Napanee, Tamworth and Quebec 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, chap. 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 fiscal year 1902-03 payment was made of \$19,200 for the six miles between Deseronto and Napanee, under the subsidy granted by item 20 of the Act of 1899.

By the Subsidy Act of 1903, chap. 57, item, 37, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on the average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for further extension of the company's 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 Queensborough and Bannockburn, to a point in the township of Marmora or Lake in Hastings county, not exceeding 20 miles in all.

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Under date of January 23, 1904, a subsidy contract was entered into with the company for the construction of this extension.

The total payments to this company on subsidy account amounted to \$69,120, up to June 30, 1904; but there had been previously paid to the Kingston, Napanee and Western Railway Company a total of \$208,732.80.

No further payments have been made up to June 30, 1906.

BEERSVILLE COAL AND RAILWAY COMPANY.

(See No. 304.)

This company was incorporated by the Act of New Brunswick, 3 Edward VII., chap. 94 (1903), with power to construct a railway from Adamsville on the Inter-colonial Railway to a point at or near Brown's Landing or Beersville, and also to carry on the business of coal mining in all its branches, and other privileges in connection therewith.

By the Subsidy Act of 1903, chap. 57, item 60, a subsidy was authorized for 7 miles of the company's railway from Adamsville to Brown's Landing or Beersville, \$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.

The company were admitted to contract on June 24, 1904.

During the fiscal year 1905, subsidy was paid for this work to the extent of \$20,736, the total paid up to June 30, 1906.

BEAUHARNOIS JUNCTION RAILWAY COMPANY.

(Operated by New York Central Railroad,

(See Annual Report of 1895-96.)

BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1888-89.)

BOSTON AND NOVA SCOTIA COAL COMPANY.

(See Inverness and Richmond Railway 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.

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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.

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 up to June 30, 1906.

BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY COMPANY.

(See Annual Report of 1896-97.)

BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY COMPANY.

(Now part of Toronto, Hamilton and Buffalo Railway.)

(See Annual Report of 1895-96.)

BRUCE MINES AND ALGOMA RAILWAY COMPANY.

(See Annual Report of 1904-05.)

BUCTOUCHE AND MONCTON RAILWAY COMPANY.

(See Annual Report of 1893-94.)

CALGARY AND EDMONTON RAILWAY COMPANY.

(See Annual Report for 1890.)

(Leased to Canadian Pacific Railway.)

CANADA ATLANTIC RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

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

CANADA EASTERN RAILWAY CO. (FORMERLY NORTHERN AND WESTERN RAILWAY COMPANY OF NEW BRUNSWICK, NOW PART OF THE INTERCOLONIAL SYSTEM.)

(See the Annual Reports for the years 1894-95 and 1899-1900.)

CANADIAN BRIDGE COMPANY.

(See South Shore Railway Company, Quebec.)

CANADIAN NORTHERN RAILWAY COMPANY.

(See Nos. 446, 493.)

By the Dominion Act 62-63 Vic., chap. 57 (1889), authority was granted for the amalgamation of the Winnipeg Great Northern Railway Company (formerly the Winnipeg and Hudson's Bay Railway and Steamship Company, the name of which was by the Act of 1887, chap. 81, changed to the Winnipeg and Hudson's Bay Railway

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Company), and the Lake Manitoba Railway and Canal Company, under the name of the Canadian Northern Railway Company, and the agreement for such amalgamation was confirmed; authority also was given for the construction of a railway from Prince Albert to Edmonton, also a branch from a point on that line to the Peace river, together with certain other branch lines.

The Dominion Act 1 Ed. VII., chap. 52 (1901), confirmed certain agreements for amalgamation of the Manitoba and South-eastern Railway Company and the Ontario and Rainy River Railway Company with the above company; it also granted authority to construct certain lines of railway described.

By the Dominion Act 1 Ed. VII., chap. 53 (1901), authority was granted to the above company, to lease, with the option of purchase the Northern Pacific and Manitoba Railway, the Winnipeg Transfer Railway Company, Limited, the Portage and North-western Railway Company, and the Waskada and North-eastern Railway Company.

By the Dominion Subsidy Act 62-63 Vic., (1889), chap. 7, item 32, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 100 miles of railway from a point on the Winnipeg Great Northern Railway north of Swan river to Prince Albert, N.W.T.

By the Dominion Subsidy Act 63-64 Vic., (1900), chap. 8, item 18, the grant of a similar subsidy for 100 miles of railway in further extension of the company's line from north of Swan river towards Prince Albert, was authorized.

The company having applied, they were admitted to contract under both subsidies, the two agreements being dated December 7, 1903.

The payments made to this company under the aforesaid agreements aggregate the following amounts:—

For the Ontario and Rainy River Railway (see the Annual Report for 1902-03), \$1,534,976, all paid prior to June 30, 1903.

For the Prince Albert Branch, \$374,156.

The total of the above payments amounts to \$1,909,132, up to June 30, 1904.

By the Special Act 3 Ed. VII., chap. 7 (1903), assistance was granted for the extension of the company's railway for 620 miles from Grandview, the terminus of their Gilbert Plains branch to Edmonton, and for a distance of 100 miles east of Prince Albert to Prince Albert, by guaranteeing the principal and interest at 3 per cent per annum of first mortgage bonds and other securities to the extent of \$13,000 a mile, the principal to be payable in 50 years from the passage of the Act.

Under date July 29, 1903, a trust mortgage between the Canadian Northern Railway Company, the British Empire Trust Company, Limited, the National Trust Company, Limited, and His Majesty, was executed in pursuance of the provisions of the said Act, the security to be held by the trustees to be a charge on the two lines of railway thereunder to be constructed, with their equipment, buildings and appurtenances, on the balance of the Prince Albert Branch east of Erwood, and on the com-

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pany's already constructed and operated lines from Port Arthur westwards as enumerated in a schedule attached, with their buildings, equipment and appurtenances.

Under the same date, July 29, 1903, an agreement was made with the company for the construction of the said two lines of railway, accordingly, the line from Grandview to Edmonton to be completed by October 1, 1905, and the 100 miles east from Prince Albert by the same date. By an Order in Council of November 3, 1905, the time for completion was extended to October 1, 1906.

Under orders in council of November 5, 1903, March 10, 1904, August 18, 1904, January 13, 1905, and August 25, 1905, authority has been given for the payment out of moneys deposited with the government, as proceeds of the company's stock, for that purpose, under the said agreement of the sum of \$7,415,200, for the work executed on the 620 miles between Grandview and Edmonton, and of the sum of \$1,144,000, for work on the 100 miles east from Prince Albert, being the proportion of the guarantee earned for the execution of 92 per cent of the estimated cost, \$11,341,300, of the work to be done on the 620 miles, including equipment, and of 88 per cent of the estimated cost, \$1,709,115, of the work to be done on the 100 miles, including equipment.

This represents the position up to June 30, 1906.

For certain portions of the company's lines, under the aforesaid amalgamations, land grants have been authorized (see Winnipeg Great Northern Railway Company and Manitoba and South-eastern Railway Company in annual report for 1895-96.) These matters are dealt with by the Department of the Interior.

The company further, by virtue of this amalgamation, have an agreement with the government for the transport of men, supplies, materials and mails for 20 years over the portion of their line from Gladstone to a point half way to the River Saskatchewan.

CANADIAN PACIFIC RAILWAY COMPANY.

(Revelstoke to Arrow Lake.)

(See Annual Report for 1896-97.)

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 Annual Report for 1902-03.)

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

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

In the fiscal year 1903-04 payments were made to the extent of \$64,000.

No further payments have been made up to June 30, 1906.

CANADIAN PACIFIC RAILWAY COMPANY.

(Pheasant Hills Branch.)

(See No. 616.)

By the Subsidy Act of 1903, Ed. VII., chap. 57, item 72, 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 main line of the Canadian Pacific Railway between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.

The company having applied, a contract was entered into with them on January 14, 1904, under authority of orders in council of November 17, 1903, and January 12, 1904.

During the fiscal year, 1905, subsidy was paid for this work to the extent of \$56,576, making the total payments up to June 30, 1905, \$435,200.

No further payments have been made up to June 30, 1906.

CANADIAN PACIFIC RAILWAY COMPANY.

(Dyment Branch.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(See No. 593.)

By the Railway Subsidy Act 3 Ed. VII., (1903) chap. 57, section 2, item 49, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a branch line of railway 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.

This company having applied for the said subsidy, a contract was entered into with them for the work on March 20, 1906, under authority of orders in council dated November 8, 1905, and February 19, 1906.

No payments have been made up to June 30, 1906.

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CANADIAN PACIFIC RAILWAY COMPANY.

(West Selkirk—Lake Winnipeg Branch.)

(See Annual Report for 1902-03.)

CAP DE LA MADELEINE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(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 (1889), of the Acts of Nova Scotia, with powers to construct a railway between Canso and Louisburg 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. b

The above company, having applied, were admitted to contract for work on September 15, 1900. Payments have been made up to June 30, 1904, of \$182,400.

No further payments have been made up to June 30, 1906.

CENTRAL COUNTIES RAILWAY COMPANY.

(See No. 574.)

This company was originally incorporated by the Dominion Act, 50-51 Vic., (1887) chap. 82, under the name of the Prescott County Railway, with powers to construct and operate a railway from a point in or near the village of Hawkesbury, in the county of Prescott, to a point on the line of the Ontario and Quebec Railway in the county of Soulanges, in the province of Quebec, and to a point on the line of the Canada Atlantic Railway, in the county of Glengarry, and to the River St. Lawrence, in or near the town of Cornwall, with a branch to Caledonia Springs.

By the Dominion Act 52 Vic., chap. 80, the name of the company was changed to the above, and power granted to construct a bridge across the Ottawa river. By a further Dominion Act, 2 Edward VII., chap. 53, power was granted for the extension of the railway from Hawkesbury to South Indian.

This railway is now operated by the Grand Trunk Railway System, under a lease to the Canada Atlantic Railway.

By the Dominion Subsidy Act of 1903, 3 Edward VII., chap. 57, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 35 miles, and

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has been granted to this company, in lieu of the subsidy authorized by item 22 of sec. 2 of chap. 7 of 1899.

Application having been made, the company was admitted to contract for this work on December 26, 1903, under authority of the Order in Council of December 12, 1903.

No payments have been made up to June 30, 1906.

CENTRAL ONTARIO RAILWAY COMPANY.

(See Annual Report for 1900-01.)

(See No. 547.)

The history of this railway was given in the annual report for 1900-01, with a statement of the subsidies paid for the then completed line of railway.

By the Railway Subsidy Act, 3 Ed. VII., (1903) chap. 57, section 2, item 4, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a further extension of the company's 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 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.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 6, 1905, under authority of an order in council dated July 22, 1905; the road to be completed by August 1, 1907.

No payments have been made up to June 30, 1906.

CENTRAL RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1902-03.)

CHATEAUGUAY AND NORTHERN RAILWAY COMPANY.

(See Nos. 507, 508, 509, 599 and 631.)

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'Ile to Charlemagne, at the junction of the Rivers Ottawa and St. Lawrence, \$150,000, and for a bridge across the Lac Ouarcau river, \$15,000. No portion of these three subsidies has been paid up to June 30, 1903.

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By the Dominion Subsidy Act of 1903, chap. 57, item 55, 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, limited in all to \$6,400 a mile, was authorized for 16 miles of a railway from a point on its main line at or near L'Epiphanie, via the parish of St. Jacques de l'Achigan to the village of Rawdon.

The company were admitted to contract for this work on December 12, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, sec. 3, sub-sec. 4, a subsidy was authorized for the Bout de L'Ile bridge of \$50,000, in addition to that granted by item 33 of section 2, of chap. 8, of 1900.

The total of the payments made to the company up to June 30, 1904, amounted to \$151,595, including \$99,000 for bridges.

By the Railway Subsidy Act, 4 Edw. VII., (1904) chap. 24, section 3, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide for free vehicular traffic, the same as upon a public highway, from Bout de L'Ile to Charlemagne at the junction of the Ottawa and St. Lawrence rivers, a sum not exceeding \$51,000 was authorized.

The company were admitted to contract for this work on November 12, 1904, under authority of an order in council dated September 26, 1904.

The two bridges, subsidized as above, are completed, and during the past fiscal year the full amount of the subsidies, \$116,000, has been paid, making the total payments for these works, \$215,000.

By the Railway Subsidy Act, 4 Edw. VII., (1904) chap. 34, section 2, item 5, the subsidy granted by chapter 8 of 1900, section 2, item 32, 42 miles of railway, was revoked.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 26, 1906, under authority of an order in council dated February 16, 1906.

No payments have been made up to June 30, 1906.

CHATHAM BRANCH RAILWAY COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1893-94.)

CHIGNECTO MARINE TRANSPORT COMPANY.

(See Annual Report for 1894-96.)

COAST RAILWAY COMPANY OF NOVA SCOTIA.

(Name changed to Halifax and Yarmouth Railway Company by Nova Scotia Statute of 1899, chap 128.)

(See Annual Report of 1904-05.)

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COMPAGNIE DU CHEMIN DE FER DE COLONIZATION DU NORD.

(See No. 451.)

This company was incorporated by the Dominion Act 62-63 Vic., chap. 62 (1889), 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 Nominigüe, 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 (1889), 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 Nominigüe, 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.

During the past fiscal year, payments have been made to the extent of \$75,376, making the total payments up to June 30, 1906, \$128,760.

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.

(Now part of Dominion Atlantic Railway.)

(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.

(Now part of Hereford Railway.)

(See Annual Report for 1888-89.)

DOMINION COAL COMPANY.

(Now Sydney and Louisburg Railway.)

(See Annual Report for 1895-96.)

DRUMMOND COUNTY RAILWAY COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1900-01.)

EAST RICHELIEU VALLEY RAILWAY COMPANY.

(Now part of Quebec Southern Railway.)

(See Annual Report of 1888-89.)

EDMONTON, YUKON AND PACIFIC RAILWAY COMPANY.

(See Nos. 455, 572.)

This company was incorporated by the Dominion Act of 1896, 59 Vic., chap. 71, under the name of the Edmonton District Railway, with powers to construct and operate a railway from some point within the town of Edmonton to a point in South Edmonton on the Calgary and Edmonton Railway and to connect therewith; also from some point within the town of Edmonton, via the village of St. Albert, to a point on the Athabaska river, at or near Fort Assiniboine, with a branch to Stony Plains; also from some point within the town of Edmonton to a point at or near Fort Saskatchewan, together with a branch to a point on Sturgeon river. Other powers were granted of a general commercial character.

By the Dominion Act of 1898, 61 Vic., chap. 63, the company was empowered to extend their line of railway from the Athabaska to the navigable waters of Pelly river.

By the Dominion Act of 1889, 62-63 Vic., chap. 64, the name of the company was changed to the above, with powers to extend the railway via the Yellow Head Pass or the Peace River Pass, to a point in British Columbia, or to connect with the railway which the British Pacific Railway Company is authorized to construct, and also to construct and operate a branch line to some point on the Yukon river.

By the Dominion Subsidy Act of 1903, 3 Edw. VII., chap. 57, item 28, 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, limited in all to \$6,400 a mile, was authorized for 50 miles of a railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 24, 1904, the road to be completed by December, 1906.

No payments have been made up to June 30, 1906.

ELGIN, PETITCODIAC AND HAVELOCK RAILWAY COMPANY.

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

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ERIE AND HURON RAILWAY COMPANY.

(Now part of Lake Erie and Detroit River Railway.)

(See Annual Report for 1886-87.)

ESQUIMALT AND NANAIMO RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Report for 1886-87.)

FREDERICTON AND ST. MARY'S BRIDGE COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1904-05.)

GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(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.)

(See Annual Report for 1902-03.)

GULF SHORE RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1899-1900.)

GUELPH JUNCTION RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report of 1888-89.)

HALIFAX AND SOUTH-WESTERN RAILWAY COMPANY.

(See Nos. 567, 619.)

This company was declared to be incorporated under date of the 21st day of August A.D. 1901, by the Act of the province of Nova Scotia, 2 Edward VII., chap. 1 (1902), for the construction and operation of a railway from a point on the Intercolonial Railway at or near Halifax to Barrington Passage, and also from a junction with the Central Railway, at or near New Germany, to Caledonia Corners.

By the Dominion Subsidy Act of 1903, chap. 57, items 23 and 75, 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

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mile, not exceeding in all \$6,400 a mile, was authorized for lines of railway (a) from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, 68 miles; (b) from a point on the Central Railway at or near Bridgewater towards Barrington Passage, 77 miles, and an addition to and continuation of the same, 35 miles; (c) from a point at or near New Germany on the Central Railway to a point at or near Caledonia, 22 miles; (d) and from a point at or near Caledonia to Liverpool, 29 miles.

The company was admitted to contract on November 9, 1903, under authority of an order in council dated November 4, 1903.

During the past fiscal year, payments have been made to the extent of \$176,512, making the total payments up to June 30, 1906, \$653,776.

HALIFAX AND YARMOUTH RAILWAY COMPANY.

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

(Name changed by Nova Scotia Statute of 1899, Chap. 128.)

(See Annual Report for 1902-03.)

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

(Now part of Canadian Pacific Railway System.)

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

INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK.

(Formerly the Restigouche and Western Railway Company, which see.)

This company was incorporated by letters patent, dated May 19, 1903, in pursuance of the Act of the legislature of New Brunswick of that year, entitled 'An Act in aid of the construction of certain railways,' with powers to construct a line of railway commencing at the terminus of the first section of 10 miles of railway extending from Campbellton, N.B., westward, built for the Restigouche and Western Railway Company, to the St. John river at a point between Grand Falls and Edmundston. with power to acquire the said 10 miles already built, and to issue debentures on the said line of railway, including the first section of 10 miles, when acquired, to the extent of \$5,000 per mile; the capital stock to be \$600,000, with provision for increase to \$1,500,000.

By the Subsidy Act of 1903, chap. 57, item 14, authority was given for the grant of a subsidy to the above company for a line of railway from the western end of the 10 miles of its railway already constructed from Campbellton towards a point on the St. John river between Grand Falls and Edmundston, not exceeding 67 miles, being in lieu of previous subsidies.

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Under date of May 13, 1905, a subsidy contract was entered into with the company accordingly, under the authority of an Order in Council of the 8th of that month.

No payments have been made up to June 30, 1906.

INVERNESS RAILWAY AND COAL COMPANY.

(Name changed from Inverness and Richmond Railway Company by the Act of the province of Nova Scotia, 2 Edward VII., chap. 162 of 1902.)

(See Nos. 208, 251, 357, 400, 523 and 568.)

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.

By the Subsidy Act of 1903, chap. 57, item 24, the grant of a subsidy for 30 miles of railway 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 chap. 4 of 1897, was authorized.

The company was admitted to contract on November 9, 1903; the time for completion being fixed as August 1, 1905.

The total payments up to June 30, 1904, amounted to \$368,545.97.

Under the authority of an Order in Council, dated August 25, 1905, the time for completion of the company's works has been extended to August 1, 1907, being the statutory limit for the completion of the said works.

No further payments have been made up to June 30, 1906.

IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY.

(See Annual Report for 1900-01.)

JAMES BAY RAILWAY COMPANY.

(See No. 583.)

This company was incorporated by the Dominion Act of 1895, chap. 50, with powers for the construction of a line of railway from Parry Sound, in the province of Ontario, to French river, at or near Doke's Indian reserve, thence in a northerly direction to the easterly side of Lake Wahnapiatae, and thence to a point at or near the mouth of Moose river, on James's Bay. Other powers of a general commercial character were granted.

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By the Act of 1897, chap. 47, an extension of its line of railway was authorized from Parry Sound to the city of Toronto, in addition to the line of railway authorized by the Act incorporating the company. Powers were also given to acquire and utilize water and steam power for the purpose of generating electricity for lighting, heating and motor purposes in connection with its railway or any branch or part thereof, also to construct and operate telegraph and telephone lines along the whole length of the railway extension and branches. All the provisions of the Act incorporating the company as to the issue of bonds, debentures or other securities, and all the other powers of the company, shall apply to the extension and branch lines authorized.

By the Dominion Subsidy Act, 3 Edward VII. (1903), chap. 57, section 2, item 39, 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 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.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 8, 1904, under authority of orders in council, dated December 24, 1903, and July 23, 1904.

Work has been done under this contract to the extent of 48 per cent of the total required, and, under authority of an Order in Council, dated April 2, 1906, payment has been made to the extent of \$651,264.

JOGGINS RAILWAY COMPANY.

(Now Canada Coals and Railway Company.)

(See Annual Report for 1891-92.)

KETTLE RIVER VALLEY RAILWAY COMPANY.

(See No. 611.)

This company was incorporated by the Dominion Act of 1901, chap 68, with powers for the construction of a line of railway from a point on the international boundary line at or near Cascade city, British Columbia, thence running in a westerly direction, following the course of the Kettle river, to a point on the said international boundary line at or near Carson city, with a branch from a point at or near Grand Forks to a point 50 miles up the north fork of the Kettle river, following the valley of the same river; also with a branch from a point at or near Grand Forks, via Greenwood, to a point on the international boundary line at or near Midway. In addition, the company was authorized to form connections at the boundary line, at the said points, with a proposed railway to Republic in the State of Washington, and generally with the railway system of the United States.

By the Act of 1904, chap. 89, additional lines of railway were authorized. (a) From a point 50 miles up the north fork of the Kettle river, thence via Fire Valley to Vernon, thence westerly to a junction with the Nicola, Kamloops and Similkameen Coal and Railway Company at or near Quilchena. (b.) From a point on the line so to be constructed at or near the junction of the east fork and west fork of the north

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fork of Kettle River to Franklin Camp, thence to Killarney by the most feasible route.

By the Dominion Subsidy Act, 3 Edw. VII., (1903) chap. 57, section 2, item 67, 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 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.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on July 28, 1905, under authority of an order in council of the same date.

No payments have been made up to June 30, 1906.

KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY.

(Amalgamated with Bay of Quinte Railway Company.)

(See Napanee, Tamworth and Quebec Railway.)

KINGSTON AND PEMBROKE RAILWAY COMPANY.

(See Annual Report for 1884-85.)

KLONDIKE MINES RAILWAY COMPANY.

(See No. 615.)

This company was incorporated by the Dominion Act of 1899, chap. 72, with powers for the construction of a line of railway from Klondike City along the Klondike river to Bonanza Creek, and thence along the Yukon river to Dawson City, together with power to construct certain branch lines. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, section 2, item 71, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Dawson to Stewart river, not exceeding 84 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on February 1, 1905, under authority of orders in council of May 7 and December 24, 1904, and January 7, 1905.

The time for completion of this railway has been extended to August 1, 1907.

No payments have been made up to June 30, 1906.

KOOTENAY AND ARROWHEAD RAILWAY COMPANY.

(Leased to Canadian Pacific 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 au-

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thorized 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.

The time for completion of the said works was extended to September 1, 1907.

During the past fiscal year, subsidy was paid to the extent of \$89,076, making the total payments up to June 30, 1906, \$93,252.15.

KOOTENAY CENTRAL RAILWAY COMPANY.

(See No. 610.)

This company was incorporated by the Dominion Act of 1901, chap. 71, with powers for the construction of a line of railway. (a.) From Fort Steele to Elko or some other convenient point on the Crow's Nest Railway between Elko and Wardner, thence on either the east or west side of the Wigwam river, or by the most convenient route, to the international boundary line. (b.) From Fort Steele to Windermere, by either the east or west side of the Kootenay river, thence to the town of Golden on the main line of the Canadian Pacific Railway, and may build and operate such tramways in connection therewith, not exceeding in any one case ten miles in length, as are from time to time authorized by the Governor in Council. Other powers of a general commercial character were granted, including the acquisition and operation of smelters. By the Dominion Subsidy Act, 3 Edward VII. (1903), chap. 57, section 2, item 66, 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, limited in all to \$6,400 a mile, was authorized 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.

The company having applied for this subsidy, a contract was entered into with them accordingly, on June 23, 1906, under authority of an order in council dated May 14, 1906.

No payments have been made up to June 30, 1906.

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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.

(Amalgamated with Canada Southern Railway.)

(See Annual Report of 1888-89.)

LAKE TEMISCAMINGUE COLONIZATION RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Report of 1896-97.)

LAURENTIAN RAILWAY COMPANY.

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

LINDSAY, BOBCAYGEON AND PONTYPOOL RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

LOTBINÈRE AND MEGANTIC RAILWAY COMPANY.

(See Annual Report of 1896-7.)

MABOU AND GULF RAILWAY COMPANY, LIMITED.

(See No. 562.)

This company was incorporated by the Act of the province of Nova Scotia, 2 Edw. VII. (1902), chap. 134, with powers for the construction of a line of railway from the Mabou coal mines, in the county of Inverness, to a shipping point on Mabou Harbour, thence to connect with the Inverness and Richmond Railway, and also a branch connecting with the Intercolonial Railway at or near Orangedale; and a branch from a point on the Intercolonial Railway to a shipping pier on Caribou Cove or Inhabitants Bay. Other powers of a general commercial character were granted.

By the Dominion Railway Subsidy Act, 3 Edw. VII. (1903), chap. 57, section 2, item 18, 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, limited in all to \$6,400 a mile, was authorized 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.

The company having applied for this subsidy, a contract was entered into with them, accordingly on July 5, 1905, under authority of an Order in Council, dated June 28, 1905.

No payments have been made up to June 30, 1906.

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 1902-03 there was paid to the company the sum of \$3,552.

No further payments were made up to June 30, 1906.

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 Tobermory to Meaford, passing through Wiarton 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 mainland, with free provision for vehicular and passenger traffic.

By an 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 Wahnabipitae, 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.

Under date of May 15, 1902, a contract was entered into with the company under

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the above subsidy for a railway from Victoria Mines to Sudbury and thence to Lake Wahnapiatae.

During the year 1902-03 there was paid to the company the sum of \$32,000.

No further payments were made up to June 30, 1906.

MASSAWIPPI VALLEY RAILWAY COMPANY.

(See Annual Report for 1900-01.)

MIDDLETON AND VICTORIA BEACH RAILWAY COMPANY.

(See Nos. 503, 536 and 566.)

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 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 1889, 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.

By the Subsidy Act of 1903, chap. 57, item 2, a similar subsidy was authorized for 41 miles of railway from Victoria Beach to Middleton, in lieu of subsidies granted by chap. 8 of 1900, and chap. 7 of 1901.

Application having been made, the company was admitted to contract for this work on December 28, 1903, the time for completion being fixed as by August 1, 1905.

During the past fiscal year, payments have been made to the extent of \$50,303.80, making the total payments up to June 30, 1906, \$98,092.80.

MIDLAND RAILWAY COMPANY, LIMITED.

(Now part of Dominion Atlantic Railway System.)

(See Annual Report of 1903-04.)

MIDWAY AND VERNON RAILWAY COMPANY.

(See No. 613.)

This company was incorporated by the Act of the province of British Columbia, 1 Edward VII. (1901), chap. 81, with powers for the construction of a line of railway from a point at or near the town of Midway to a point at or near the mouth of Rock Creek; thence in a north-easterly direction to the west fork of Kettle river; thence following the west fork of said river, by the most convenient route via Okanagan Mission Valley, to Vernon.

By the Dominion Act of 1903, chap. 154, the railway works which the company by its said Act of incorporation has been empowered to undertake and operate, are declared to be for the general advantage of Canada.

By the Dominion Subsidy Act of 1903, chap. 57, section 2, item 69, 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, limited in all to \$6,400 a mile, was authorized for a line of railway from Midway to Vernon, not exceeding 150 miles.

The company having applied for this subsidy, a contract was entered into with them accordingly, on July 28, 1905, under authority of an order in council of the same date.

No payments have been made up to June 30, 1906.

MONTFORT COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1900-01.)

MONTFORT AND GATINEAU COLONIZATION RAILWAY COMPANY.

(Now part of Great Northern Railway Company of Canada.)

(See Annual Report for 1902-03.)

MONTREAL AND CHAMPLAIN JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1892-93.)

MONTREAL AND LAKE MASKINONGÉ RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1890-91.)

MONTREAL AND SOREL RAILWAY COMPANY.

(Purchased by Delaware and Hudson Railroad Company.)

(See Annual Report for 1892-93.)

MONTREAL AND WESTERN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1893-94.)

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MONTREAL AND OTTAWA RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(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

(Operated by Central Vermont Railway.)

(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., chap. 62.)

(See Annual Report for 1895-96.)

NAKUSP AND SLOCAN RAILWAY COMPANY.

(Leased to Canadian Pacific 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. (1901), 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 \$15,00 a mile, the whole subsidy not to exceed \$6,400 a mile, 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, section 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.

The total paid up to June 30, 1904, amounted to \$48,000.

No further payments were made up to June 30, 1906.

NEW GLASGOW IRON, COAL AND RAILWAY COMPANY.

(Now Nova Scotia Steel Company.)

(See Annual Report for 1895-96.)

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NICOLA, KAMLOOPS AND SIMALKAMEEN COAL AND RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See No. 570.)

This company was incorporated by the British Columbia Act of 1891, chap. 47, with powers to construct a single or double track line of railway from the eastern extremity of Nicola lake; thence to the town of Princeton, and thence by way of Simalkameen river in a southerly direction to Osoyoos lake; also from the terminus at Nicola in a northerly direction to the town of Kamloops. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, section 2, item 26, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a 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 chap. 5 of 1892 and chap. 4 of 1894.

The company having applied for this subsidy, a contract was entered into with them for this work on April 27, 1905, under authority of an Order in Council of April 20, 1905.

The sum of \$110,592 was paid during the past fiscal year, the total paid up to June 30, 1906.

NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(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, LIMITED.

(See Nos. 516, 519, 563, 607.)

This company was incorporated by the Act 1, Edward VII. (1901), 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 a mile, was author-

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ized 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.

By the Subsidy Act of 1903, chap. 57, items 19 and 63, the grant of subsidies was authorized, on terms similar to the above, for lines of railway from New Glasgow to Cross Roads, Country Harbour, via Guysborough, to the Straits of Canso, with a branch from Cross Roads down the Country Harbour river to navigable waters, 116 miles ; and from Dartmouth through the Musquodoboit valley to a point at or near Melrose, to connect there with the railway mentioned in item 19.

The company having applied, were admitted to contract under both subsidies, the two agreements being dated April 19, 1904 ; the railways to be completed by December 31, 1906.

No payments have been made up to June 30, 1906.

NOVA SCOTIA SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1902-03.)

ONTARIO AND PACIFIC RAILWAY COMPANY.

(*Name changed to OTTAWA AND NEW YORK RAILWAY COMPANY, by 60-61 Vic., chap. 57, 1897.*)

(See Annual Report for 1901-02.)

ONTARIO AND QUEBEC RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

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

ONTARIO, BELMONT AND NORTHERN RAILWAY COMPANY.

(Operated by Central Ontario Railway Company.)

(See Annual Report for 1896-97.)

ONTARIO AND RAINY RIVER RAILWAY COMPANY.

(*Amalgamated with and under the name of the CANADIAN NORTHERN RAILWAY COMPANY under the Act 62-63 Vic., chap. 80.*)

(See Ontario and Rainy River Railway Company in Annual Report for 1902-03, and under Canadian Northern Railway Company in present report.)

ORFORD MOUNTAIN RAILWAY COMPANY.

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

(See No. 594.)

The history of this railway was given in the annual report for 1894-95, with a statement of the subsidies paid for the then completed line of railway.

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By the Subsidy Act of 1903, chap. 57, section 2, item 50, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized 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 and the township of Potton, 12 miles—not exceeding in the whole 27 miles.

The company having applied for these subsidies, contracts were entered into with them, accordingly, on March 9, and June 12 and 23, 1905, for the construction of the sections above named, under the authority of orders in council, dated March 25, 1905, for the two first named sections of 5 and 10 miles, and on February 10, 1905, for the last named section.

During the past fiscal year, payments have been made to the extent of \$45,764.50, making the total paid to June 30, 1906, including previous subsidies, \$168,814.50.

OTTAWA AND NEW YORK RAILWAY COMPANY.

(Purchased by New York Central Railroad Company.)

(See Ontario and Pacific Railway Company.)

OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY COMPANY.

(Now the CANADA ATLANTIC RAILWAY COMPANY, by amalgamation, under the Act 62-63 Vic., chap. 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., chap. 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., chap. 80, 1901.)

(See Annual Report for 1903-04.)

OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY.

(Leased to Canadian Pacific 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.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1895-96.)

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PEMBROKE SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

PHILLIPSBURG JUNCTION AND QUARRY COMPANY.

(See Annual Report for 1894-95.)

(Now the PHILLIPSBURG 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, now part of the Canadian
Northern Railway System.)

(See Annual Report for 1892-93.)

PONTIAC AND RENFREW RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

PONTIAC PACIFIC JUNCTION RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1900-01.)

QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1890.)

QUEBEC BRIDGE COMPANY.

(Now the QUEBEC BRIDGE AND RAILWAY COMPANY,—name changed by the Act 3 Ed. VII.,
ch. 177, 1903.)

(See No. 467 and Acts, chaps. 54 and 177 of 1903.)

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.

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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. When completed, it will comprise a double track railroad, two lines for electric tramways, and two ordinary roads for vehicles and foot passengers.

Subsidy payments to the extent of \$374,353.33 were made up to June 30, 1903. No further payments have been made.

By the Dominion Special Act, 3 Ed. VII., chap. 177, assented to on July 10, 1903, the name of the above company was changed to 'The Quebec Bridge and Railway Company,' with powers to construct lines of railway from the northern terminus of the company's bridge to the city of Quebec, also from the southern terminus of the said bridge to a point at or near the intersection of the Grand Trunk Railway with the Intercolonial Railway at Chaudière Curve, or to some point on those lines near named section to connect with the line of the Canadian Pacific Railway. Other powers of a general commercial character were granted. The powers of the company for the construction of all its authorized works were extended to July 10, 1910.

Negotiations were had having in view entry into agreement for the guarantee by the government of the bonds of the company, and for conveying to the government, at its option, the bridge, railways and property of the company.

Under the authority of an order in council, dated October 19, 1903, and under the same date, the company entered into an agreement with the government, accordingly, subject to ratification by parliament; and by Public Act of the same year, 1903, chap. 54, such agreement, annexed as a schedule to the Act was so ratified and confirmed, subject to the provision that the consent of parliament shall be given before the government exercise the right of taking over the company's property. It was further provided that the Governor in Council should have the right to appoint three directors of the company.

By this agreement the company releases the government from any claim for the unpaid balance of the subsidy of \$1,000,000 granted to them, and the government agrees to guarantee the principal and interest of the company's bonds to the extent of \$6,678,200, such bonds to be payable in 50 years from the date thereof, bearing interest at 3 per cent per annum, payable half-yearly, and to be a first charge, secured by a mortgage, upon all the company's franchises, tolls, and property of whatsoever kind, the mortgage to secure such securities to be made to a trustee or trustees approved by the Governor in Council and to be subject to like approval, the government

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to have the right to take possession of the undertaking and property at any time on one month's notice, paying the shareholders the amount of their stock at par value, not exceeding \$265,585.70, with simple interest at 5 per cent, and an addition of 10 per cent on the par value of fully paid-up shares, and assuming the approved obligations of the company for construction, operation and maintenance, according to the terms of the aforesaid bonds and the mortgage securing the same. The date for the completion of the works was fixed as by December 1, 1906.

In pursuance of this authority there was executed, on February 1, 1904, between the Quebec Bridge and Railway Company, the Royal Trust Company (Montreal), and His Majesty, a mortgage trust deed, conveying to the said trust company as trustees all the property and franchises of the bridge company and providing for the issue of bonds to the extent of \$6,678,200.

In pursuance of the requirements of the said agreement, the plans, profiles and specifications of the company's proposed railway works have been approved, as follows:—

By order in council of January 27, 1904, for the line from the northern terminus of the bridge to Champlain market, in the city of Quebec, 6.44 miles, and by an order in council of February 2, 1904, from the south terminus of the bridge to a point of junction with the Intercolonial Railway, 12,600 feet.

Under the terms of the company's aforesaid agreements in respect of the bond guarantee, the amount of the issue of bonds is to be fixed by the Chief Engineer's certificate as to the value of the work done and materials delivered, from time to time, on the company's works.

A new agreement was made on February 9, 1906, between the company, the King and the Bank of Montreal for a further advance not exceeding \$1,250,000, at 5 per cent, to be paid over to the Royal Trust Company, who are to pay the company 80 per cent (or, with the consent of the bank, a greater percentage) of the par value of the bonds mentioned in the Chief Engineer's certificates.

An agreement, dated March 3, 1906, was made between the Company and the King in order to carry out the above.

Up to June 30, 1904, no certificates were issued.

During the fiscal year 1904-05, certificates were issued showing work done and materials delivered to the value of \$1, 989,162.85, justifying the issue of bonds to the extent of \$2,340,186.

During the past fiscal year, 1905-06, certificates were issued showing work done and materials delivered to the value of \$1,593,980.13, justifying the issue of bonds to the extent of \$1,693,875.

The total value of work done and materials delivered, as certified to up to June 30, 1906, was \$3,583,142.98, justifying the issue of bonds to the extent of \$4,039,061.

QUEBEC CENTRAL RAILWAY COMPANY.

(See Annual Report of 1895-96.)

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QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See No. 601.)

The history of this railway was given in the annual report for 1895-96, with a statement of the subsidies paid for the then completed lines of railway.

By the Railway Subsidy Act, 3 Edw. VII., (1903) chap. 57, section 2, item 57, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized 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.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on October 12, 1904, under authority of an order in council dated May 5, 1904.

During the past fiscal year, payments have been made to the extent of \$86,916, the total paid up to June 30, 1906.

It may be observed that the company had previously been subsidized, under various Acts, for a line of railway from Quebec to Lake St. John, 186 miles, including a bridge across the St. Charles river, and also for the Chicoutimi branch, 72 miles, the aggregate payments for these works amounting to the sum of \$1,006,743.50.

QUEBEC, MONTMORENCY AND CHARLEVOIX RAILWAY COMPANY.

(Now the Quebec Railway, Light and Power Company.)

(See Annual Report of 1894-95.)

QUEBEC AND NEW BRUNSWICK RAILWAY COMPANY.

(See No. 517.)

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 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 a mile, 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.

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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, 1906.

RED DEER VALLEY RAILWAY AND COAL COMPANY.

(See Annual Report for 1902-03.)

RESTIGOUCHE AND WESTERN RAILWAY COMPANY.

(Now International Railway Company of New Brunswick, which see.)

(See No. 527.)

This company was incorporated by the Act of the province of New Brunswick, 50 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.

During the fiscal year 1903-04, subsidy to the extent of \$30,208 was paid, making the total payments \$77,138 up to June 30, 1904.

By the Subsidy Act, 1 Edward VII. (1901), section 2, item 12, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, sec. 2, paragraph 10, not exceeding 20 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on February 17, 1904, under authority of an order in council dated the 12th of that month.

During the past fiscal year, subsidy to the extent of \$50,070.07 was paid, under an order in council dated January 22, 1906, authorizing payment of the sum of \$50,862, the full amount due upon the completion of this section of railway, leaving a balance of \$791.93 for the settlement of certain outstanding claims.

SCHOMBERG AND AURORA RAILWAY COMPANY.

(See Annual Report of 1903-04.)

SHUSWAP AND OKANAGAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1894-95.)

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SOUTH NORFOLK RAILWAY COMPANY.

(Operated by Grand Trunk Railway Company.)

(See Annual Report of 1888-89.)

SOUTH SHORE RAILWAY COMPANY (of New Brunswick).

(See Annual Report of 1896-97.)

SOUTH SHORE RAILWAY COMPANY, QUEBEC.

(See Annual Report of 1904-05.)

ST. CATHARINES AND NIAGARA CENTRAL RAILWAY COMPANY.

(Now Niagara, St. Catharines and Toronto Railway Company, electric.)

(See Annual Report of 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'ÉNERGIE RAILWAY COMPANY.

(See Annual Report for 1902-03.)

ST. JOHN VALLEY AND RIVIÈRE DU LOUP RAILWAY COMPANY.

(See Annual Report for 1893-94.)

ST. STEPHEN AND MILLTOWN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

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

STEWIACKE VALLEY AND LANSDOWNE RAILWAY COMPANY.

(Now part of the Dominion Atlantic Railway System.)

(See Annual Report 1895-96.)

ST. LAWRENCE AND ADIRONDACK RAILWAY COMPANY.

(Operated by New York Central Railroad.)

(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.)

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ST. MARY'S RIVER RAILWAY COMPANY.

(See Nos. 495, 614.)

This company was incorporated by the Dominion Act, 63-64 Vic., chap. 79 (1900), with powers to construct a railway from some point between Lethbridge and Stirling, on the railway of the Alberta Railway Company to some point on the international boundary line, between ranges 24 and 30, west of the 4th meridian, N.W.T., and, with the approval of the Governor in Council, to build branch lines, limited to 15 miles each in length.

By the Dominion Act, 4 Ed. VII., chap. 43 (1904), this company has been authorized to amalgamate with the Alberta Railway and Coal Company and the Canadian North-west Irrigation Company, under the name of the Alberta Railway and Irrigation Company.

By the Subsidy Act of 1903, chap. 57, item 70, 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 in all to \$6,400 a mile, was authorized for a line of railway from Spring Coulee, crossing St. Mary's river at 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.

The company having applied, they were admitted to contract, on March 14, 1904, the lines to be completed by August 1, 1905. The gauge of this railway being 3 feet only, the subsidy payable under the said contract is limited to \$3,200 per mile.

During the fiscal year 1904-05, subsidy was paid to the extent of \$32,134, making the total payments up to June 30, 1905, \$148,094.

No further payments have been made up to June 30, 1906.

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.)

TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

TOBIQUE VALLEY RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1893-94.)

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1887-88.)

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.

By the Act 2 Edw. 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 Edw. 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 a mile, 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, 1906.

UNITED COUNTIES RAILWAY COMPANY.

(Now part of Delaware and Hudson Railroad System.)

(See Annual Report for 1900-01.)

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VAUDREUIL AND PRESCOTT RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Montreal and Ottawa Railway Company.)

WATERLOO JUNCTION RAILWAY COMPANY.

(Operated by Grand Trunk Railway.)

(See Annual Report for 1891-92.)

WESTERN COUNTIES RAILWAY COMPANY.

*(Name changed to THE YARMOUTH AND ANNAPOLIS RAILWAY COMPANY, by 56 Vic. ch. 63.)**(Name further changed to THE DOMINION ATLANTIC RAILWAY COMPANY, by 57-58 Vic., ch. 69.)*

(See Annual Report for 1894-95.)

WEST ONTARIO PACIFIC RAILWAY COMPANY.

(Leased to Ontario and Quebec Railway Company—C.P.R.)

(See Annual Report of 1890-91.)

WOODSTOCK AND CENTERVILLE 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.)

LAND SUBSIDIES.

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

In the annual report of this department for 1895-96 information was given as to a number of these land subsidized companies.

CANALS.

The total expenditure charged to capital account on the original construction and subsequent enlargement of the several canals of the Dominion up to June 30, 1906, amounts to \$90,846,879.60. In addition, an aggregate of \$23,548,402.07 has been expended from the consolidated fund, covering repairs, renewals, maintenance and operation of these works, making a total of \$114,395,281.67. The total revenue derived

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therefrom, including tolls and rental of lands and water powers, amounts to \$13,513,583.32.

The canal expenditure for the fiscal year ended on June 30, 1906, was as follows :—

On construction and enlargement a total of \$1,552,121.21, charged to capital, being less by \$519,472.51 than in the previous year, and further amounts aggregating \$1,205,901.11, a reduction of \$46,209.92, charged to the consolidated fund, namely, \$319,877.14, for maintenance, a reduction of \$34,476.43, charged to income ; also \$497,694.77 for staff, an increase of \$13,870.40, and \$388,329.20 for repairs, a decrease of \$25,603.89, the last two classes of expenditure being charged to revenue, making the total canal expenditure for the fiscal year \$2,758,022.32, a reduction, compared with the previous year of \$565,682.43.

The total net amount collected for the fiscal year amounted to \$108,067.76, of which \$101,717.32 was for hydraulic rents, the balance being from wharfage dues, fines, &c. No tolls are charged on any of the Dominion Canals.*

On July 1, 1905, the balance of rents unpaid was \$133,686.47, and the rents accrued during the year amounted to \$121,069.30, making a total of \$254,755.77. The rents received amounted, as above, to \$101,717.32, leaving a balance of rents uncollected on June 30, 1906, amounting to \$149,400.67.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1905-06, but very voluminous statistics relating to the canal traffic, and various commercial statistics, for the season of navigation of the year 1905 will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of the statistics are, however, summarized as follows:—

The total traffic through the several canals of the Dominion for the season of 1905 amounted to 9,371,744 tons, an increase of 1,115,508 tons compared with the previous year. This includes 5,473,406 tons passing through the Sault Ste. Marie canal, against 5,030,705 tons in 1904. The amount of tolls that would have accrued had they been in force would be \$354,447.06.

The following features of the principal canal traffic during the season of 1905 will be of interest:—

On the Welland canal 1,092,050 tons of freight were moved, an increase of 280,679 tons, of which 597,305 tons were agricultural products, an increase of 222,555 tons, and 157,570 tons produce of the forest; of coal 172,642 tons were carried; 859,991 passed eastward, and 232,059 tons westward. 1,075,968 tons were through freight, of which 848,007 tons passed eastward.

Of the through freight, Canadian vessels carried 369,866 tons, an increase of 61,144 tons, and United States vessels 478,141 tons, an increase of 166,785 tons.

The total freight passed eastward and westward through this canal to United States ports was 175,059, a decrease of 77,422 tons compared with the year 1904.

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The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 341,431 tons, an increase of 143,185 tons compared with the previous year; of this, none was transhipped at Ogdensburg, as against 40,641 tons transhipped in 1903. The further quantity of 34,199 tons of grain passed down the St. Lawrence canals, only, to Montreal, making the total 375,630 tons.

On the St. Lawrence canals 1,752,855 tons of freight were moved, an increase of 325,539; of which 827,720 were east bound through-freight, and 252,558 tons west bound through-freight, 744,630 tons were agricultural products, 620,986 tons merchandise, 454,600 tons coal, and 247,222 tons forest products.

One hundred and fifteen cargoes aggregating 180,206 tons, were taken to Montreal in 1905, seventy-two cargoes, aggregating 116,095 tons, in 1904, seventy-four cargoes of grain, aggregating 99,582 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals in 1903, as against thirty-seven aggregating 35,253 tons, in 1902, 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 371,341 tons, an increase of 35,348, of which 343,255 tons were produce of the forest.

On the Chambly canal 447,069 tons were moved, a decrease of 1,118, of which 304,272 tons were produce of the forest, and 75,816 tons of coal.

On the Rideau canal 59,864 tons were carried, an increase of 4,744; 27,044 tons being the product of the forest, and 11,200 tons of coal.

On the St. Peters canal 81,077 tons were carried, an increase of 7,661, of which 53,658 tons were merchandise, 43,741 tons coal.

On the Murray canal 29,421 tons passed, an increase of 932, and 2,586 tons of this were the product of the forest.

On the Trent Valley canal, 45,231 tons were moved, of which 44,058 tons were the product of the forest.

On the Sault Ste. Marie canal, the total movement of freight was 5,473,406 tons, being an increase of 442,701 tons carried in 5,662 vessels, the number of lockages being 4,031. Of wheat 25,984,339 bushels, and of other grain 6,075,420 bushels were carried; 1,717,441 barrels of flour, 2,919,237 tons of iron ore, 947,224 tons of coal, and 21,220,800 feet, board measure, of lumber; most of these items show an increase. The total traffic at this point, accommodated by the canals, the American and Canadian, amounted to 44,275,596 tons, an increase of 12,726,975 tons, carried in 21,681 vessels, an increase of 5,566. The total quantity of wheat carried was 68,558,000 bushels, an increase of 18,516,155, and of other grain 39,285,107 bushels, an increase of 8,062,060. Of lumber the total was 954,768,800 feet, board measure, an increase of 41,656,820.*

* Following the course adopted for some years past, the following facts relating to the traffic passing through both the United States and the Canadian canals at Sault Ste. Marie during the season of 1905 have been compiled from the 'Statistical Report of Lake Commerce,' prepared under the direction of Colonel Charles E. L. B. Davis, of the Corps of Engineers, U. S. Army. a report of the highest value and interest as indicating the wonderful growth of the north-western section of this continent during the past 51 years since the date, 1855, of the opening of the canal, built at a cost of \$1,000,000 by the state of Michigan. This was the first ship canal, but a small canal with a lock 38 feet long, and 8 feet 9 inches wide, and with a lift of 9 feet, had been built, in 1797-98, by the Northwest Fur Company on the Canadian side of the

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 341,431 tons, an increase of 143,185 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk railways amounted to 148,377 tons, a decrease of 6,248 tons. Over the route from Depot Harbour on Georgian bay, Lake Huron, via the Canada Atlantic Railway to Coteau Landing, at the head of the Soulanges canal, thence by barge to Montreal, in the season of 1903 the total freight carried was 315,779 tons, 109,937 tons were corn and 175,954 wheat; in 1904, the total freight carried was 209,260 tons; 61,075 tons were corn and 137,338 tons were wheat. In 1905 the total freight was 254,378 tons; 54,272 tons were corn and 168,966 tons were wheat.

river, for the accommodation of batteaux. It, however, was destroyed in 1814 by the American troops.

In 1855 there were 193 passages of vessels, carrying 14,503 tons of freight. Neither wheat nor other grain formed part of this freight. In 1905 there were 21,679 passages of vessels, the total freight carried being 44,270,680 tons, valued at \$416,965,484; this quantity comprised 68,321,288 bushels of wheat and 39,226,375 bushels of other grain, all east-bound. This marvellous expansion of commerce has chiefly taken place during the past 17 years; the total freight carried in 1888 amounting to only 6,411,423 tons.

The following are the principal features of the operations of the season of 1905 for both the American and Canadian canals:—

All tonnage is net tons of 2,000 lbs. No tolls are charged.

The season of navigation lasted for 8 months and 10 days, the American canals being opened for 246 days and the Canadian canal for 255 days.

The depth of water admitted of the passage of vessels drawing 19½ feet.

The total freight passed through these canals aggregated 44,270,680 tons, an increase, compared with the preceding season of 12,253,561 tons, or 31 per cent. 54,204 passengers were carried, an increase of 16,509, or 44 per cent.

The traffic on the United States canals was 83 per cent of the total freight, or 31,121,233 tons, and 52 per cent of the total passengers, or 28,401, or an increase of 46 per cent in freight, compared with the season of 1904, and in passengers of 31 per cent. On the Canadian canal the freight carried was 5,468,490 tons, or 12 per cent of the total, and 25,300 passengers, or 48 per cent of the total number. Compared with the season of 1904, there was an increase of 9 per cent in freight, and 60 per cent in the number of passengers.

The total value of the freight was \$416,965,484, an average value of \$9.42 per ton. The amount paid for freight transport was \$31,420,584.54. The average distance freight was carried was 523.3 miles, and the total of mile-tons, 26,892,797,973.

The total number of registered vessels using the canals was 910, an increase of 24, and there were, in addition, 729 passages by unregistered vessels. The total value of the registered vessels was \$78,640,300. United States vessels carried 95 per cent of the total freight, and Canadian 5 per cent.

Of the 910 registered vessels in commission 813 were American, valued at \$72,211,300, aggregating 1,302,324 registered tons capacity, and 97 Canadian, valued at \$5,429,000, aggregating 68,356 registered tons.

606 were American steamers, valued at \$66,746,000, aggregating 6,061,016 registered tons, and 86 Canadian steamers, valued at \$5,950,000, of 57,970 tons.

There were 207 registered American sailing vessels, valued at \$6,465,300, of 241,908 tons registered, and 11 Canadian valued at \$379,000, having an aggregate registered tonnage of 10,386 tons.

Unregistered craft carrying freight to the extent of 66,652 tons made 729 passages. Of this quantity 11,384 tons were carried by American and 54,768 tons by Canadian.

Out of the 21,679 passages of the season, 3,633 were by 89 vessels under 100 tons register, their average being 35 tons.

Twenty-eight new vessels, all steam freighters, were put in commission, ranging from 250 feet to 569 feet in length. The increase in capacity of the vessels continues to be marked. In 1884 there were no boats carrying more than 4,000 tons, and of these only 18 carried between 3,000 and 4,000 tons. In 1905 there were 148 of from 3,000 to 4,000 tons capacity; 44 of from 4,000 to 5,000 tons; 22 of from 5,000 to 6,000 tons; 57 of from 6,000 to 7,000 tons; 60 of from 7,000 to 8,000 tons; 51 of from 8,000 to 9,000 tons; 14 of from 9,000 to 10,000 tons; 10 of from 10,000 to 11,000 tons; 7 of from 11,000 to 12,000 tons; and 3 of 12,000 and over. In 1904 there was only one vessel over 10,000 tons capacity. As to the dimensions of these vessels, there were 18½ between 300 and 400 feet in length, 128 between 400 and 500 feet, and 23 between 500 and 600 feet, and of 56 feet beam. The largest single cargo was 12,368 tons, carried by the steamer 'E. H. Garry.' The largest season's work was performed by the steamer 'Augustus B. Wolvin,' whose total amounted to 274,401 tons carried, with a total of 249,038,482 mile-tons.

There were 21,679 passages through the canals, an increase of 5,553, of which 16,019 were through the American and 5,660 through the Canadian canal; they were covered by 13,792 lock-

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The quantity of grain carried to tide water on the New York state canals was 216,237 tons, a decrease of 10,630 tons, while the quantity carried by the railways of the state to tide water amounted to 3,164,540 tons, a decrease of 115,967.

Of the total east and west bound freight carried by the state of New York railways (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 1905 to 73,753,141 tons—less by 5,242,646 tons than in 1904), 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 in 1899, 5·2 in 1900, 5·1 in 1901, 5·5 in 1902, 5·6 in 1903, and 4·6 in 1904, and 4·5 in 1905. These canals carried in 1905, 3,226,896 tons, an increase of 88,349 tons.

ages, an increase of 3,477; of those 9,757 were through the American locks and 4,035 through the Canadian lock.

The principal items of freight, compared with the previous year, were as follows:—

Coal, 6,519,056 tons, of which 984,701 tons were hard, a decrease of 6,527 tons, and 5,524,355 tons soft, an increase of 60,714 tons; flour, 5,772,719 barrels, an increase of 1,062,181 barrels; wheat, 68,321,288 bushels, an increase of 18,392,419 bushels; grain, other than wheat, 39,229,553 bushels, an increase of 6,198,561 bushels (this comprised 637,591 bushels of rye, 12,649,232 bushels of oats, 773,905 bushels of corn, 10,188,256 bushels of barley, and 14,980,569 bushels of flax); manufactured and pig iron, 237,696 tons, an increase of 7,711 tons; salt, 423,122 barrels, an increase of 57,663 barrels; copper, 106,520 tons, an increase of 3,085 tons; iron ore, 31,332,637 tons, an increase of 11,696,840 tons; lumber, 966,806 M. ft. B.M., an increase of 43,526; silver ore, 41 tons, a decrease of 1,315 tons; building stone, 10,899 tons, a decrease of 10,194 tons; general merchandise, 836,583 tons, an increase of 104,574 tons.

Of the monetary value of the freight carried, coal constituted 4·97 per cent; cereals, including flour, 28·16 per cent; iron (ore manufactured and pig), 27·12 per cent; copper, 7·28 per cent; lumber, 4·28 per cent; and all other products, 28·19 per cent.

The east-bound traffic from Lake Superior aggregated 36,778,738 tons, the bulk being raw material, cereals, minerals and lumber, of which quantity 3,316,970 tons went to Lake Michigan ports, 3,307,802 tons in American vessels from American to American ports, 8,418 tons in American vessels, and 750 tons in Canadian vessels from Canadian to American ports. To Lake Huron there were carried 1,152,208 tons, of which 160,492 tons were carried by American vessels from American to American ports, and 50,161 tons to Canadian ports; 33,232 tons were taken by American vessels from Canadian to American ports. Canadian vessels carried 829,740 tons from Canadian to Canadian ports, 4,899 tons from Canadian to American, and 123,684 tons from American to Canadian ports. To Lake Erie, 31,883,178 tons were taken, of which American vessels carried 31,350,649 tons from American to American ports, 5,676 tons from American to Canadian ports, and 669,925 tons from Canadian to American ports. Canadian vessels carried 16,665 tons from Canadian to Canadian ports, 138,963 tons from Canadian to American, and 1,300 tons from American to Canadian ports. To Lake Ontario, the total carried was 396,382 tons, of which 33,302 tons were taken in American vessels from American to American ports; 96,415 tons from American to Canadian ports and none from Canadian to American ports. Canadian vessels carried 242,065 tons from Canadian to Canadian ports, none from Canadian to American, and 24,600 tons from American to Canadian ports.

The west-bound traffic to Lake Superior aggregated 7,431,942 tons. From Lake Michigan, 39,794 tons were carried in American vessels from American to American ports; 2,857 tons from American to Canadian. There was no further traffic to this lake. From Lake Huron, 93,756 tons were carried in American vessels from American to American ports, 7,377 tons from American to Canadian, and 3,446 tons from Canadian to American ports. Canadian vessels carried 250,878 tons from Canadian to Canadian ports, 16,792 tons from Canadian to American, and 473 tons from American to Canadian ports. From Lake Erie, American vessels carried 6,109,951 tons from American to American ports; 378,490 tons from American to Canadian; none from Canadian to American. Canadian vessels carried 12 tons from Canadian to Canadian ports; 1,120 tons from Canadian to American, and 481,425 from American to Canadian. From Lake Ontario, 23,656 tons were carried by American vessels from American to American ports; 2,744 tons from American to Canadian, and 2,276 tons from Canadian to American. Canadian vessels carried 63,251 tons from Canadian to Canadian ports; 4,279 tons from Canadian to American, and 9,366 tons from American to Canadian ports.

The transportation charges per unit, including loading and unloading, on the principal items were as follows:—Coal, \$0.33; flour, \$0.14; wheat and other grain, \$0.23 per bushel; manufactured iron, \$2 per ton; pig iron, \$1.50 per ton; copper, \$1.25 per ton; iron ore, \$0.68; lumber, \$2.45 per M. ft. B.M.; silver ore, \$1.50 per ton; and general merchandise, \$2 per ton. The total charges aggregated \$31,420,584.54, of which those on coal amounted to \$2,151,288.48; on wheat, \$1,571,389.62; and on iron ore, \$21,306,193.16.

The transportation charges per ton per mile averaged 0·085 of a cent, the average cost per ton being 71 cents.

The enlarged Erie Canal, between Buffalo and Albany, is $350\frac{1}{2}$ 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 the ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length and 45 feet in width, intended, for the purpose of ordinary traffic, to accommodate vessels 255 feet long and 44 feet beam.*

The through route between Montreal and Port Arthur, on the west shore of Lake Superior, 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 southwest 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 II., and further details of the several works in the pages immediately following. At Port Arthur and at Fort William (about six miles distant), the Canadian Pacific Railway gives communication westwards and eastwards, and the Canadian Northern Railway westwards and with the south. A line of railway is being built from these points by the Grand Trunk Pacific Railway to give communication with the Transcontinental Railway, west.

The approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, is in the hands of competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall and the Soulanges, they are well lighted throughout by electricity, and the Lachine is partially so lighted. The Sault Ste. Marie, the Cornwall and the Soulanges canals are electrically operated. Installations for electrical operation of the Welland canal and the Lachine canal are in progress. The Farran's Point canal is lighted with acetylene gas.

The extensive 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.

The foundations for an elevator of 2,000,000 bushels capacity are completed. It is not, however, proposed to afford, at the outset, bin accommodation for more than 800,000 bushels, a capacity which is deemed sufficient as a test of the new system and pending further information as to the requirements of the grain trade. The plans for construction and equipment are in charge of a special expert in this difficult class of work. Work of rebuilding the west piers is in progress. In addition to the works undertaken by this department, a breakwater, about a mile in length, has been, and another is being constructed across the entrance to the harbour by the Department of

* In exceptional cases 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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Public Works, which will also dredge out the area so contained; thus greatly increasing the accommodation and insuring safety at this important point. The deepening of portions of the canal prism is completed, and certain curves have been reduced, thus facilitating the navigation of the canal.

The work of deepening the approaches of the Sault Ste. Marie canal to 21 feet 5 inches below extreme low water mark is progressing; when finished, a channelway 500 feet wide at the upper entrance and 315 feet wide at the lower entrance will be available. The approaches at the lower entrance are completed to that depth. At the south lower entrance pier, an extension for a distance of 800 feet with a concrete superstructure has been completed. The main purpose of its construction is the cutting off of the strong cross current at this point, which was a source of difficulty and damage to vessels. A similar extension of 800 feet in length with concrete superstructure is under construction at the south upper entrance pier.

The presence of the various dredges and scows in use at the upper entrance for deepening operations has deterred vessels, somewhat, from the adoption of the Canadian route, and the traffic has, consequently, fallen off during the season. This, however, is only a temporary difficulty.

On the Trent canal, the section, $9\frac{1}{2}$ miles, comprising the new hydraulic lift lock at Ashburnham (Peterborough), was formally opened for traffic in June, 1904. A second hydraulic lift lock to overcome a rise and fall of fifty-four feet is under construction for the Balsam-Simcoe Lake division of the canal. The work will be completed during the season of 1906. The other works under contract are in a like position of advancement.

When the present contracts are completed, a six-foot 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.

The transfer from the Provincial to the Dominion Government of the several works comprised in the back lakes forming the head waters of the canal system has been carried out under a provincial order in council of the 22nd of July, 1905, and a Dominion order of the 16th of February, 1906; the maintenance of the water supply to the canal is thus assured.

During the year, the surveys carried on with a view to determining the most desirable route for those portions of the projected work that still remain to be constructed in order to give communication between Lake Ontario and Georgian bay were completed. The report of the engineer in charge will be found in the appendices. The surveys cover the northerly district between Lake Couchiching and Georgian bay, also the district to the south between Rice lake and Lake Ontario, having in view as the possible terminal point on the latter lake either Trenton, Cobourg, or Port Hope, all three places having urged claims for that distinction.

The final report of the engineer, with plans and estimates, has not yet been received.

Surveys of the east and west branches of the Holland river, and of the Black river from Lake Simcoe to Sutton, with a view to the improvement of their navigation were completed during the year, and the plans are in course of preparation.

The difficult work of forming a channel 3,000 feet long, 300 feet wide, and with 17 feet of water, through the Galops rapids, which, has, for some years past, been carried on, is nearly completed, and the close of the season will probably see it finished. The width at one point has been restricted to 248 feet. In this connection, a massive dam between Adam's Island (Canadian) and Galops island, which is in the territory of the United States, in order to the removal of a cross current which affected the new channel through the rapids, has been built, and the anticipated good effects upon the current in the channel have resulted from the work, which is practically completed.

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.

GENERAL OBSERVATIONS.

I would repeat here the observations made in my report last year, in which I urged that some provision be made for recognition of long and faithful service in the cases of men whose further employment on the government railways is, by reason of their age, or otherwise, considered undesirable, drawing attention to the general practice of leading railway companies, both in Canada and the United States, in dealing with such matters. I am strongly of opinion that similar treatment of the employees on the government roads would not only be fair to the men, but also in the best interests of the railway, as affording practical proof that duty faithfully performed will bring generous appreciation on the part of those benefiting by it.

The important question of dealing with the railway statistical returns made by the several railway companies, as to which I observed in my last report that it was considered highly desirable that the information to be obtained should be of a more comprehensive character than at present, and supply details similar to those furnished by United States railway companies to the Interstate Commerce Commission, has now been met, as a preliminary step, by the creation of the position of Comptroller of Railway Statistics, and the appointment of Mr. J. L. Payne to that position. The comptroller is adopting the necessary measures to secure from the companies the more complete returns required.

In conclusion, I would repeat here the remark I made last year, namely, that consideration of the work of the department and of its staff, impresses me strongly with the necessity for reorganization, and a numerical increase of its officers. Notwithstanding the great and ever-extending addition to its work, as the natural and very satisfactory issue of the rapid growth of the country during the last quarter of a century, the fixed staff remains practically unchanged. Compared with any large railway company or business, the department is much undermanned, and its staff is out of all proportion to the work that has to be done. The consequence is that many matters are barred from the prompt treatment they should receive, despite the best

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efforts of the officials concerned. This condition of affairs to which, I note, my predecessor, in several previous reports has drawn attention, should, in the public interests, be remedied without delay.

It will be universally admitted by all persons of intelligence and experience in practical matters, that the efficient administration of public affairs is of importance, at least as great as in the case of private undertakings, and, as a corollary, that such expenditure as may be requisite to fairly remunerate a sufficient staff of the quality needed for satisfactory government work—an expenditure willingly incurred by private undertakings, the wisdom of their policy being proved by the results obtained—is in the highest degree justifiable and expedient.

I have the honour to be, sir,

Your obedient servant,

M. J. BUTLER,

Deputy Minister of Railways and Canals.

PART I

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, 1906.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
CANALS.				
Beaubarnois		2,531 24	9,291 91	18,640 71
Carillon		24,179 33	18,232 71	10,924 72
Grenville		26,192 72	26,039 53	25,173 48
Chambly		37,879 09	71,246 77	31,893 13
Cornwall		20,063 79	84,708 78	60,064 84
Lachine	103,798 28	133,518 77	5,183 61	2,840 91
Murray		293 75	41,819 77	54,495 63
Rideau		5,272 90	15,878 11	20,086 15
Sault Ste. Marie	120,000 60		24,817 37	17,096 33
Soulanges	5,000 22	16,033 79	2,259 16	2,294 86
St. Anne's				
St. Lawrence	{ North Channel	83,028 98		
	{ Galops Channel	26,506 26		
St. Ours		7,307 39	2,582 95	3,872 75
St. Peter's			3,239 19	253 65
Trent		319,789 49	17,440 68	33,398 85
Welland		715,198 24	107,932 96	78,704 93
Williamsburg	{ Galops	140,920 65	18,783 00	
	{ General		1,710 00	
Total	1,552,121 21	310,716 70	447,962 92	375,889 60
GENERAL ON CANALS.				
Arbitrations and awards		420 00		
Celebration of ship canals at Sault Ste. Marie		3,731 28		
Dredge vessels—Lachine				4,861 32
" Rideau				7,578 28
Miscellaneous		1,008 11	849 10	
Salaries and contingencies, canal officers			26,417 95	
Sunday labour			22,464 80	
Surveys and inspections		1,409 90		
Quebec Canals—Remarking boundaries		2,591 15		
Total		9,160 44	49,731 85	12,439 60
RAILWAYS.				
Intercolonial	3,765,170 90		7,581,914 36	
National Transcontinental	1,841,269 95			
Prince Edward Island	496,124 89		294,253 16	
Windsor Branch			17,485 97	
Total	6,102,565 74		7,893,653 49	

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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.	\$ cts.	\$ cts.
GENERAL ON RAILWAYS.						
Contribution to McGill College.		2,500 00				
Railway statistics.		55 69				
Railway subsidies.		1,637,574 37				
Governor General's car.		1,577 40				
Railway Commission.		83,692 05				
Subscription to Railway Congress, Brussels.		97 33				
Surveys and inspections.		11,696 33				
Total.		1,736,593 17				
MISCELLANEOUS.						
Cost of litigation.		6,001 91				
Extra clerks preparing returns to Parliament.		50 00				
Salaries of engineers, draughtsmen, &c.		27,115 58				
" extra clerks, &c.		3,776 34				
Unforeseen expenses.		540 81				
Total.		37,484 64				
RECAPITULATION.						
Total on canals.	1,552,121 21	319,716 70	447,962 92		375,889 60	
" general.		9,160 44	49,731 85		12,439 60	
Total on canals.	1,552,121 21	319,877 14	497,694 77		388,329 20	
Grand total canals, \$2,758,022.32.						
Total on railways.	6,102,565 74		7,893,653 49			
" general.		1,736,593 17				
Total on railways.	6,102,565 74	1,736,593 17	7,893,653 49			
Grand total railways, \$15,732,812.40.						
Grand total railways and canals, including miscellaneous, \$37,484.64.	7,654,686 95	2,093,954 95	8,391,348 26		388,329 20	

Total amount expended, \$18,528,319.36.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

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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, 1906.

ST. PETER'S CANAL.

	Year ending June 30.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation		156,523	32						
" " since	1868	21,519	72						
" " " "	1869	70,719	80						
" " " "	1870			46,193	57				
" " " "	1871					225	36	555	78
" " " "	1872					280	00	6,122	07
" " " "	1873					343	32	6,539	58
" " " "	1874					725	93	1,558	57
" " " "	1875		20	97		560	00	889	35
" " " "	1876	11,125	00			641	55		
" " " "	1877	63,330	18			600	00	17	45
" " " "	1878	26,511	51			600	00		
" " " "	1879	107,337	75			631	50		
" " " "	1880	80,120	54			400	00		
" " " "	1881	69,434	76			959	58		
" " " "	1882	484	00			1,920	54	200	63
" " " "	1883					2,089	19	232	42
" " " "	1884	2,471	40			2,601	47	367	85
" " " "	1885	16,820	15			1,929	11	183	11
" " " "	1886	2,316	85			2,360	67	297	81
" " " "	1887	1,087	75	750	00	2,777	13	343	23
" " " "	1888					3,217	77	1,588	40
" " " "	1889			500	00	3,085	29	353	38
" " " "	1890					3,110	15	255	34
" " " "	1891	972	65	510	53	3,255	30	312	02
" " " "	1892	14,387	00	30,936	82	3,007	70	1,461	24
" " " "	1893	811	59	9,987	78	2,938	15	1,856	30
" " " "	1894	437	05	3,852	21	2,935	94	1,986	70
" " " "	1895	868	44	26,222	46	2,499	81	353	55
" " " "	1896	1,455	21	16,743	64	2,182	04	260	90
" " " "	1897					2,728	38	1	20
" " " "	1898			111	70	2,785	25	453	85
" " " "	1899					2,819	86	456	61
" " " "	1900					2,833	24	1,483	30
" " " "	1901			2,311	26	2,730	44	841	63
" " " "	1902			10,014	43	2,939	81	274	44
" " " "	1903					2,836	49	764	11
" " " "	1904					3,126	94	122	45
" " " "	1905			3,000	10	2,969	90	1,095	90
" " " "	1906					3,239	19	253	65
LESS—Refunds of previous years.		648,755	64						
		208	50						
Total		*648,547	14	151,134	50	74,887	00	31,482	82

* Expenditure as above. \$ 648,547 14
 Less expenditure prior to Confederation. 156,523 32

Agreeing with Public Accounts, 1906, page 4. \$ 492,023 82

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, September 30, 1906.

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STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

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		
" " " 	1904		
" " " 	1905		
" " " 	1906		
Total			44,387 53

S. LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.*Accountant*

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

LACHINE CANAL.

	Year ending June 30.	Chargeable to Capital.		Renewals Chargeable to Income.		Staff.		Repairs.			
		£	c.	\$	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 1845 to 1848.....				2,589,532	85						
Expenditure by Dominion Government.....	1870					15,834	49	13,302	39		
" " " " " "	1871				12,231	40	17,478	52	15,093	25	
" " " " " "	1872	36,708	15			16,076	93	12,334	69		
" " " " " "	1873	7,824	28		35,158	21	23,601	03	34,300	60	
" " " " " "	1874	158,618	35			25,811	07	22,828	66		
" " " " " "	1875	197,420	52			28,592	01	30,057	34		
" " " " " "	1876	327,769	39			33,797	73	29,103	65		
" " " " " "	1877	1,439,375	73			33,148	86	19,824	33		
" " " " " "	1878	1,484,619	63			39,062	97	13,646	41		
" " " " " "	1879	958,053	30			42,338	84	12,400	78		
" " " " " "	1880	369,566	74			38,950	90	10,223	62		
" " " " " "	1881	292,165	51			39,027	99	19,888	33		
" " " " " "	1882	252,821	33		2,978	66	41,158	90	17,116	46	
" " " " " "	1883	396,496	96		1,859	68	45,554	91	18,199	59	
" " " " " "	1884	188,266	18			48,624	51	19,683	24		
" " " " " "	1885	111,215	23			49,004	85	20,199	78		
" " " " " "	1886	210,509	42			50,969	10	19,199	18		
" " " " " "	1887	28,772	52		12,981	59	53,113	97	22,567	81	
" " " " " "	1888	19,414	34		7,996	38	52,229	61	19,999	64	
" " " " " "	1889	76,032	96		972	71	54,110	67	22,957	71	
" " " " " "	1890	7,448	03		8,238	46	53,114	34	22,999	38	
" " " " " "	1891	217	53		16,155	75	50,721	69	36,292	98	
" " " " " "	1892	87,852	35		27,480	80	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	53	45,853	97	
" " " " " "	1903	58,426	92		109,893	43	69,762	03	53,054	20	
" " " " " "	1904	181,487	06		162,705	14	77,233	17	50,660	92	
" " " " " "	1905	112,460	47		144,996	37	86,209	93	65,202	42	
" " " " " "	1906	103,798	28		133,518	77	84,708	78	60,064	84	
Cost of enlargement.....				8,989,377	08						
Total.....				11,578,909	93	866,828	87	1,824,354	44	1,137,455	12

Total expenditure on capital account as above\$11,578,909 93

Less charged to St. Lawrence River 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, 1906, page 4.\$ 8,588,805 78

S. LEONARD SHANNON,

Accountant.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

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 88
" " " " "	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	10,779 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 63	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
" " " " "	1904			9,236 27	11,936 37
" " " " "	1905		14,949 83	9,086 68	10,499 99
" " " " "	1906		2,531 24	9,291 91	18,640 71
Total		*1,636,690 26	216,873 06	634,990 56	500,960 38

*See page 9 for total cost of St. Lawrence River and Canals.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

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.	
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				29,611 36	
" "	1876				50,215 47	
" "	1877				47,377 31	
" "	1878				5,570 46	
" "	1879				9,265 77	
" "	1880				9,214 56	
" "	1881				6,927 96	
" "	1882		6,933 45	22,000 00	28,933 45	
" "	1883		3,574 31	41,300 00	44,874 31	
" "	1884		15,546 03	74,300 00	89,846 03	
" "	1885		13,710 17	101,400 00	115,110 17	
" "	1886		16,251 73	99,800 00	116,051 73	
" "	1887		20,037 31	54,400 00	74,437 31	
" "	1888		16,082 85	40,400 00	56,482 85	
" "	1889		1,293 92	17,200 00	18,493 92	
" "	1890		13,279 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	
" "	1904	68,595 42	9,634 66	6,450 00	84,680 08	
" "	1905	93,025 89	25,743 51	49,734 70	168,504 10	
" "	1906	83,028 98		26,506 26	109,535 24	
		1,539,590 72	483,830 20	936,132 81	3,236,962 46	98,378 46

ST. LAWRENCE RIVER AND CANALS.

St. Lawrence River and Canals, as above	\$ 3,236,962 46
Beauharnois Canal, see page 8	1,636,690 26
Cornwall Canal " 12	7,319,066 67
Williamsburg Canal " 14	10,326,773 86
Lake St. Louis " 10	298,176 11
Soulanges Canal " 26	6,891,174 70
Lachine Canal, from prior to Confederation to June 30, 1875, see page 7	2,950,194 15
Lake St. Francis, see page 11	75,906 71

Agreeing with Public accounts Balance Sheet, 1906, page 4

\$32,634,854 92

S. LEONARD SHANNON,
Accountant.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

	Year ending June 30.	Chargeable	Chargeable
		to Capital.	to Revenue.
		§	§
		cts.	cts.
Government expenditure prior to Confederation			
" " since	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
" " " "	1875		
" " " "	1876		
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" " " "	1890		
" " " "	1891		
" " " "	1892		
" " " "	1893		
" " " "	1894		
" " " "	1895	4,753	14
" " " "	1896	49,909	31
" " " "	1897	73,300	41
" " " "	1898	64,495	83
" " " "	1899	57,607	79
" " " "	1900	11,765	70
" " " "	1901	12,918	31
" " " "	1902	6,000	00
" " " "	1903	9,508	72
" " " "	1904	7,916	90
" " " "	1905	†	
" " " "	1906	†	
Total		*298,176	11

* Included in total cost of St. Lawrence River and Canals, see page 9.

† Transferred to Department of Marine and Fisheries.

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

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				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
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" " " "	1888				
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" " " "	1890				
" " " "	1891				
" " " "	1892				
" " " "	1893				
" " " "	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		
" " " "	1904			2,199 52	
" " " "	1905		†		
" " " "	1906		†		
Total			*75,906 71	22,548 21	

* Included in total cost of St. Lawrence River and Canals, see page 9.
 † Transferred to Department of Marine and Fisheries.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

—	Year ending June 30.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
Government expenditure prior to Confederation		1,933,152	69			
Government expenditure since Confederation.....	1868			2,786	11,244	3,774
" "	1869	10,692	04		10,347	3,859
" "	1870			17,780	10,368	7,145
" "	1871			7	11,848	8,891
" "	1872			10,000	10,594	8,163
" "	1873			1,011	13,042	12,467
" "	1874				13,405	7,610
" "	1875	1,780	00		13,351	7,097
Cost of original construction.....			1,945,624	73		
Expenditure by Dominion Gov- ernment.....	1876				13,320	6,423
" "	1877	49,211	37		13,375	6,440
" "	1878	145,015	45		13,825	4,935
" "	1879	143,032	05		13,817	4,983
" "	1880	109,454	95		14,440	9,735
" "	1881	53,948	14		15,173	5,524
" "	1882	44,587	61		15,052	6,634
" "	1883	21,728	93		18,283	8,361
" "	1884	23,018	13		18,475	9,007
" "	1885	62,034	90	16,298	15,988	12,368
" "	1886	57,820	83	6,960	15,994	11,832
" "	1887	46,966	43		17,520	12,100
" "	1888	67,945	74		16,938	13,942
" "	1889	163,993	85		17,890	58,205
" "	1890	365,038	01	2,000	17,063	12,758
" "	1891	599,091	85	1,459	16,077	9,830
" "	1892	398,555	25	2,345	15,596	9,864
" "	1893	352,536	13		15,173	9,668
" "	1894	404,990	22		15,344	7,733
" "	1895	450,689	65	21,497	15,414	13,053
" "	1896	448,408	31	2,175	15,472	25,259
" "	1897	438,487	51		15,540	16,438
" "	1898	133,208	96		15,011	15,431
" "	1899	37,649	00	15,960	16,000	14,623
" "	1900	169,889	51	18,547	18,798	13,998
" "	1901	62,032	47		17,104	13,166
" "	1902	90,535	18		17,896	15,045
" "	1903	77,833	81		70,129	19,205
" "	1904	113,795	16	1,730	45,792	20,932
" "	1905	104,093	45	8,324	71,073	28,100
" "	1906	37,879	09	20,063	71,246	31,893
Cost of enlargement.....			5,273,441	94		
Total			7,219,066	67	148,950	48
					783,035	87
						506,509
						52

* Included in total cost of St. Lawrence River and Canals. see page 9.

S. LEONARD SHANNON,

*Accountant*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS.

	Year ending June 30.	Capital.				Total.	Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.					
		¢	cts.	¢	cts.	¢	cts.	¢	cts.
Government expenditure prior to Confederation being amount of original construction	1868					1,326,655 54		5,745 97	6,442 41
Government expenditure since Confederation	1869							5,769 81	5,670 88
"	1870							6,546 16	6,546 16
"	1871							6,382 17	5,308 41
"	1872					1,077 06		5,542 94	3,230 07
"	1873							6,424 49	7,347 75
"	1874							6,857 19	7,395 92
"	1875							7,418 39	11,690 98
"	1876							7,388 08	10,053 61
"	1877							7,430 11	4,449 78
"	1878							7,517 20	3,549 71
"	1879							7,590 15	3,999 77
"	1880							7,572 35	5,020 73
"	1881							7,589 44	7,447 69
"	1882							7,423 48	7,299 39
"	1883					13 19		7,757 04	7,349 37
"	1884					2,473 44		7,696 67	8,198 03
"	1885					70,764 07		7,671 54	7,847 05
"	1886					78,014 92		7,635 54	7,904 76
"	1887					32,862 02		7,646 79	8,190 13
"	1888					16,628 95		7,485 28	8,794 61
"	1889					53,499 34		8,954 53	8,191 69
"	1890					22,206 11		8,678 25	7,987 40
"	1891					37,661 15		9,458 33	8,551 32
"	1892					126,417 42		8,676 03	8,347 97
"	1893					172,779 88		10,230 69	7,029 95
"	1894					218,511 17		9,675 09	7,371 37
"	1895					154,524 01		13,720 36	195,327 20
"						223,992 81		20,883 86	
"						118,464 53		18,720 36	
Carried forward.		2,853 76	11,250,620 93	1,209,681 73	3,756,298 59			210,337 70	

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS—Continued.

Year ending June 30.	Capital.			Renewals Chargeable to Income.	Staff.	Repairs.
	Ferran's Point.	Gabops.	Rapide Plat.				Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward	2,853 76	1,250,020 93	1,209,481 73	3,786,298 59	210,337 70	195,327 20
Government expenditure since Confederation	4,980 00	150,744 16	286,396 96	442,121 12	9,588 51	9,036 00
"	.....	262,735 78	205,480 55	468,274 33	8,637 54	8,210 71
1896	251,321 44	734,492 07	116,072 55	1,081,886 06	10,708 66	8,062 81
1898	346,956 54	987,186 44	57,869 18	1,392,012 16	9,960 64	10,000 00
1900	100,534 64	752,799 37	14,298 74	867,632 65	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	601,973 92	14,403 28	13,673 26
1903	10,266 92	320,354 92	18,483 34	349,105 18	15,246 91	20,092 79
1904	18,700 00	256,536 30	26,774 27	302,010 57	20,570 17	19,430 65
1905	8,108 99	292,337 29	8,109 98	{ 8,209 63	23,399 45	21,492 46
1906	.....	140,920 65	.....	{ 308,556 26	17,289 42	16,148 66
Total	877,090 57	5,960,844 40	2,157,487 09	*10,326,773 68	363,636 66	344,096 85

* Original construction \$ 1,320,655 54
 (Cost of enlargement) 9,006,118 32

Total \$10,326,773 86

Included in total cost of St. Lawrence River and Canals, page 9.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, September 30, 1906

S. LEONARD SHANNON,
 Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

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			
Government expenditure since	1868	12,097 84		37,679 05	38,852 96
"	1869	43,486 36		39,060 61	50,773 03
"	1870		22,173 72	40,340 45	65,009 19
"	1871		48,569 10	42,383 33	53,381 02
"	1872	53,680 32	6,022 44	37,085 37	50,276 90
"	1873	82,282 20	47,876 27	45,382 99	66,550 73
"	1874	746,420 61		50,966 48	103,666 99
"	1875	1,047,119 91		52,595 00	88,539 99
"	1876	1,569,478 19	700 00	37,623 31	81,376 12
"	1877	2,199,962 61		59,963 47	49,783 93
"	1878	2,138,392 99		60,138 59	66,393 53
"	1879	1,552,697 41		59,912 23	56,755 57
"	1880	1,252,924 75		63,198 10	76,535 25
"	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
"	1882	603,402 17	13,664 80	74,641 51	84,374 97
"	1883	549,433 29	5,979 03	109,207 21	72,707 62
"	1884	432,336 21		113,276 87	90,926 97
"	1885	463,505 38	6,150 21	112,670 00	91,534 66
"	1886	215,380 75	1,359 00	111,660 22	69,507 48
"	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
"	1888	429,720 94	10,740 86	110,806 01	86,518 97
"	1889	225,910 21	43,803 80	113,557 05	77,547 77
"	1890	117,633 22	51,648 28	109,202 02	72,686 19
"	1891	36,371 03	19,767 73	107,662 63	82,548 30
"	1892	29,541 21	9,008 80	104,673 73	73,771 87
"	1893	8,259 94	25,103 13	104,926 73	65,016 84
"	1894	1,571 78	13,430 20	102,018 80	53,053 71
"	1895	3,809 35	24,245 02	90,438 07	48,270 94
"	1896	1,677 67	18,768 99	87,988 11	62,542 64
"	1897	2,282 35	22,283 06	88,095 20	41,247 81
"	1898		34,803 25	84,806 54	59,571 66
"	1899		30,099 84	86,110 88	56,270 60
"	1900	18,167 29	37,164 84	84,883 36	59,507 64
"	1901	224,536 96	87,777 43	86,889 24	72,055 89
"	1902	303,997 81	78,905 37	88,048 95	69,279 90
"	1903	315,819 49	94,127 21	90,684 05	72,004 59
"	1904	555,751 00	31,140 58	91,115 35	85,717 88
"	1905	890,457 82	34,559 42	91,928 96	111,418 62
"	1906	715,198 24	28,799 66	107,932 96	78,704 93
Total		26,795,564 37	859,093 90	3,165,388 16	2,731,373 99

* Total expenditure as above. \$ 26,795,564 37
 Les expenditure by Imperial Government. 222,220 00

Agreeing with Public Accounts Balance Sheet, 1906, page 4. \$ 26,573,344 37

Original cost of construction, including first enlargement. \$ 7,693,824 03
 Enlargement, including new Welland Canal 19,101,740 34

Total expenditure as above. \$ 26,795,564 37

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

ST. 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	1,166 80	1,393 63
" " "	1873		540 11	2,199 64	1,264 40
" " "	1874	12,753 27		2,614 90	7,208 63
" " "	1875	32,627 71		1,859 20	4,506 68
" " "	1876	24,935 85		1,952 14	4,033 72
" " "	1877	30,003 08		1,982 65	1,756 93
" " "	1878	14,618 85		2,057 32	541 95
" " "	1879	22,113 02		2,202 03	3,259 70
" " "	1880	3,054 68		2,152 57	1,704 71
" " "	1881	69,042 76		2,553 02	3,257 92
" " "	1882	193,158 36		2,611 30	2,343 99
" " "	1883	172,959 95		2,569 86	3,448 83
" " "	1884	142,006 25		2,775 32	2,725 49
" " "	1885	93,679 57		2,618 60	4,042 04
" " "	1886	129,681 67		2,611 90	5,803 01
" " "	1887	45,276 08	6,054 10	2,537 41	1,499 96
" " "	1888	18,910 55	1,372 59	2,505 61	1,380 75
" " "	1889	24,786 33		2,569 22	1,730 79
" " "	1890	6,151 14		2,571 04	1,525 51
" " "	1891		8,173 69	2,505 69	1,503 56
" " "	1892		25,471 61	2,571 28	1,666 21
" " "	1893		6,521 88	2,581 08	2,800 03
" " "	1894		3,497 56	2,640 00	2,799 63
" " "	1895		3,694 33	2,508 14	3,025 91
" " "	1896			2,495 54	4,993 89
" " "	1897			2,357 51	1,688 12
" " "	1898			1,904 10	1,699 44
" " "	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
" " "	1904			2,292 94	2,244 13
" " "	1905			2,151 01	6,091 44
" " "	1906			2,259 16	2,294 86
Total		*1,170,215 63	59,249 72	84,303 69	105,737 80

* Included in total cost of Ottawa River Works, see page 19.

Original construction	\$ 134,456 51
Enlargement, including new lock	1,035,759 12

\$ 1,170,215 63

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

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 since		63,053 64			
" " " " " " " " " " " "	1868		19,817 22	6,301 88	8,911 28
" " " " " " " " " " " "	1869			6,549 38	10,157 42
" " " " " " " " " " " "	1870		4,167 96	6,617 81	9,852 09
" " " " " " " " " " " "	1871		23,119 37	8,676 90	8,218 24
" " " " " " " " " " " "	1872	165,257 28		8,324 51	17,235 31
" " " " " " " " " " " "	1873	133,199 10	3,051 38	10,068 28	8,781 50
" " " " " " " " " " " "	1874	245,258 38		10,710 88	10,605 82
" " " " " " " " " " " "	1875	339,864 76		10,378 57	18,520 44
" " " " " " " " " " " "	1876	326,203 16		10,764 38	11,475 96
" " " " " " " " " " " "	1877	245,738 04		11,050 27	10,304 06
" " " " " " " " " " " "	1878	22,676 20		11,401 30	5,082 72
" " " " " " " " " " " "	1879	243,141 24		11,501 22	7,629 98
" " " " " " " " " " " "	1880	281,514 27		11,959 14	7,625 54
" " " " " " " " " " " "	1881	336,707 53		13,059 18	8,076 91
" " " " " " " " " " " "	1882	433,084 39		14,387 49	7,582 68
" " " " " " " " " " " "	1883	433,575 10		17,479 58	8,310 02
" " " " " " " " " " " "	1884	399,267 16		17,393 91	7,918 42
" " " " " " " " " " " "	1885	157,187 72		19,702 30	10,429 26
" " " " " " " " " " " "	1886	104,973 24	75 00	20,597 82	9,303 31
" " " " " " " " " " " "	1887	20,747 11		20,011 36	10,554 41
" " " " " " " " " " " "	1888	38,996 29		21,531 12	10,036 62
" " " " " " " " " " " "	1889	298 17		22,098 88	10,135 66
" " " " " " " " " " " "	1890	17 58	4,526 61	15,896 16	7,582 38
" " " " " " " " " " " "	1891		4,395 25	21,230 22	10,796 68
" " " " " " " " " " " "	1892	34,585 64	15,036 48	17,458 69	8,620 15
" " " " " " " " " " " "	1893	207 00	42,298 74	16,762 71	10,669 28
" " " " " " " " " " " "	1894	385 55	20,034 94	14,144 98	11,620 09
" " " " " " " " " " " "	1895		5,963 76	15,453 21	12,303 25
" " " " " " " " " " " "	1896	3,850 31		13,995 69	12,161 10
" " " " " " " " " " " "	1897	1,908 44	4,939 20	13,780 29	11,607 95
" " " " " " " " " " " "	1898	82,663 37	5,082 03	11,697 81	10,993 61
" " " " " " " " " " " "	1899	39,999 37		11,919 27	11,478 88
" " " " " " " " " " " "	1900	22,802 27	4,476 50	13,657 06	14,666 71
" " " " " " " " " " " "	1901	4,930 65	9,331 95	13,342 22	13,416 00
" " " " " " " " " " " "	1902		16,998 69	13,725 99	19,366 30
" " " " " " " " " " " "	1903		15,992 52	14,348 17	17,766 28
" " " " " " " " " " " "	1904		9,150 07	16,224 94	17,262 29
" " " " " " " " " " " "	1905		8,715 46	15,858 19	19,977 19
" " " " " " " " " " " "	1906		24,179 33	18,232 71	10,924 72
Total.		†4,182,092 96	241,352 46	548,294 47	437,960 51

* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, see page 19, cost of enlargement, \$4,119,039.32.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

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				
" " " "	1904		2,204 50		
" " " "	1905		2,255 00		
" " " "	1906				
Total.....		*382,776 46	60,923 37	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, September 30, 1906.

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.
		\$ c.	\$ c.	\$ c.	\$ c.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confederation		153,062 60			
" " " since	1868	166 50	7,298 12	18,397 28	16,475 21
" " " "	1869			19,250 71	13,140 77
" " " "	1870		13 16	20,022 37	19,469 33
" " " "	1871		11,732 98	22,814 58	18,120 52
" " " "	1872		4,967 50	22,139 48	14,005 32
" " " "	1873		18,070 97	22,841 51	26,074 49
" " " "	1874		5,793 16	26,815 44	22,957 40
" " " "	1875	9,310 85		26,553 37	19,699 81
" " " "	1876	2,163 96		26,430 77	14,428 25
" " " "	1877	214 11		25,959 56	14,198 18
" " " "	1878			26,651 51	11,034 22
" " " "	1879	7,703 88		26,042 52	7,134 55
" " " "	1880			26,463 88	11,434 05
" " " "	1881		133 50	26,024 71	8,627 00
" " " "	1882			26,915 29	13,860 28
" " " "	1883		70 65	27,322 81	23,524 84
" " " "	1884		4,597 50	26,938 95	19,245 02
" " " "	1885		2,098 76	26,971 32	18,189 55
" " " "	1886		550 00	27,045 95	35,648 04
" " " "	1887		20,823 96	29,440 46	18,565 34
" " " "	1888		18,889 48	33,458 83	25,478 87
" " " "	1889		6,665 22	33,801 77	18,106 36
" " " "	1890		21,124 10	34,270 57	18,025 21
" " " "	1891		20,967 25	34,641 98	21,537 56
" " " "	1892		31,363 23	35,500 82	21,507 16
" " " "	1893		24,274 71	35,022 49	18,789 50
" " " "	1894		14,485 11	34,943 35	16,939 47
" " " "	1895		31,559 48	33,827 08	19,897 32
" " " "	1896		21,452 29	34,052 77	30,196 38
" " " "	1897		19,079 11	31,461 55	29,535 94
" " " "	1898		13,608 39	30,759 05	26,599 93
" " " "	1899		700 29	30,751 20	28,199 49
" " " "	1900		11,780 41	30,623 27	30,237 09
" " " "	1901			31,334 40	33,791 17
" " " "	1902		8,894 40	32,193 66	33,959 86
" " " "	1903		16,235 13	34,595 81	36,424 23
" " " "	1904		13,525 04	39,127 96	38,496 78
" " " "	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " " "	1906		5,272 90	41,819 77	54,495 63
Total.....		*4,085,889 21	370,540 15	1,154,067 11	897,840 67

* 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	\$ 4,085,889 21
Less expenditure by Imperial Government	3,911,701 47
	174,187 74
Total Ottawa River Works (Capital)	\$ 5,909,272 79
Add expenditure on slides and booms prior to Confederation	\$ 719,247 13
" " " " " since	7,243 60
" " " " " on Chats Canals prior to Confederation	482,950 81
" " " " " in 1881, charged to Miscellaneous, see page 229, part ii, Public Accounts	1,136 84
Add amount transferred, see page xxxvi, Public Accounts Balance Sheet, 1881	233,555 85
	1,444,134 23
	\$ 7,353,407 02
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, 1906, page 4	\$ 6,867,531 46

6-7 EDWARD VII., 'A. 1907

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

ST. OURS LOCK.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		§ c.	§ c.	§ c.	§ c.
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
" " "	1904		7,984 41	2,334 67	1,690 61
" " "	1905		14,990 90	2,479 66	1,716 35
" " "	1906		7,307 39	2,582 95	3,872 75
Total	.....	*121,537 65	155,322 42	78,506 34	71,010 62

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 21.

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing the amount expended on Construction, Renewals, &c.—*Con.*

CHAMBLY CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ c.	\$ c.	\$ c.	\$ c.
Government expenditure prior to Confederation		634,711 76			
" since	1868			8,312 90	9,355 70
" " "	1869			8,437 22	13,120 97
" " "	1870			8,934 41	20,180 73
" " "	1871		2,839 85	10,214 71	22,426 33
" " "	1872		1,906 40	9,628 50	22,327 99
" " "	1873		759 00	10,390 44	11,789 27
" " "	1874		2,810 00	11,675 67	16,427 19
" " "	1875	2,415 00		12,201 99	16,306 91
" " "	1876			10,598 14	13,273 56
" " "	1877	80 00		10,281 78	10,111 32
" " "	1878			10,413 99	6,022 96
" " "	1879			11,301 53	8,809 77
" " "	1880			11,516 22	12,377 74
" " "	1881			13,950 47	20,705 17
" " "	1882		31,796 41	16,686 78	16,843 60
" " "	1883		21,332 36	15,904 38	15,182 24
" " "	1884		41,640 77	18,448 85	12,003 34
" " "	1885		21,049 23	18,378 55	13,046 95
" " "	1886		14,547 27	19,501 28	11,999 77
" " "	1887		17,911 17	19,053 62	20,071 37
" " "	1888		65,536 64	20,073 60	11,823 74
" " "	1889		51,437 87	19,679 22	19,392 18
" " "	1890		23,221 48	19,655 38	14,399 93
" " "	1891		43,344 41	19,204 76	11,399 93
" " "	1892		38,353 99	19,665 22	12,976 48
" " "	1893		21,127 65	19,310 29	12,451 03
" " "	1894		8,567 78	19,040 93	11,920 74
" " "	1895		6,147 63	19,325 49	11,779 12
" " "	1896		3,694 63	19,349 65	11,801 12
" " "	1897		12,665 88	18,754 17	13,128 55
" " "	1898		13,184 68	17,992 90	12,466 51
" " "	1899		15,255 42	18,336 50	11,997 51
" " "	1900		5,448 88	18,397 58	13,995 00
" " "	1901		1,195 09	18,529 48	17,572 35
" " "	1902		19,132 80	18,832 25	17,313 02
" " "	1903		8,977 43	19,286 10	21,745 65
" " "	1904		26,701 59	21,544 69	25,656 00
" " "	1905		33,066 50	26,970 79	19,896 57
" " "	1906		26,192 72	26,039 53	25,173 48
Less proceeds of sale of piece of land.. . . .		637,206 76 150 00			
Total		*637,056 76	579,845 53	635,814 96	589,271 79

* 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, 1906, page 4. \$ 436,152 83

S. LEONARD SHANNON.

Accountant.

6-7 EDWARD VII., A. 1907

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

MURRAY CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868		400 00		
" " " since	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882	7,135 63			
" " " "	1883	84,071 68			
" " " "	1884	118,187 43			
" " " "	1885	148,902 66			
" " " "	1886	179,704 52			
" " " "	1887	142,563 66			
" " " "	1888	146,754 37			
" " " "	1889	215 326 46			
" " " "	1890	106,760 35		494 31	
" " " "	1891	61,260 49		5,137 03	173 53
" " " "	1892	5,964 22		5,803 48	3,505 15
" " " "	1893	30,838 79		5,499 62	5,341 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			5,254 51	6,377 19
" " " "	1903	500 00		5,757 00	4,627 70
" " " "	1904	750 00	2,521 13	5,291 43	6,075 94
" " " "	1905	100 00	740 45	5,346 62	4,452 68
" " " "	1906		293 75	5,183 61	2,840 91
Total		*1,248,820 26	3,955 33	87,389 28	65,289 90

* Agreeing with Public Accounts Balance Sheet, 1906, page 4.

S. LEONARD SHANNON,

*Accountant,*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

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

TRENT CANAL.

	Year ending June 30.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation		309,371	31						
" since	1868								
" " " "	1869								
" " " "	1870								
" " " "	1871								
" " " "	1872								
" " " "	1873								
" " " "	1874								
" " " "	1875								
" " " "	1876								
" " " "	1877								
" " " "	1878								
" " " "	1879								
" " " "	1880	561	50			1,188	92	3,568	89
" " " "	1881					2,489	93	2,233	50
" " " "	1882			5,836	51	2,011	92	8,115	50
" " " "	1883	40,767	16	9,303	66	2,235	50	3,047	42
" " " "	1884	120,393	91	6,198	57	2,208	64	5,264	35
" " " "	1885	121,382	84			3,303	87	4,655	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	523,950	74	18,548	58	6,993	25	10,791	15
" " " "	1904	489,038	44	21,228	55	7,237	05	21,179	12
" " " "	1905	333,261	75	36,853	28	12,071	88	26,056	78
" " " "	1906	319,789	49	26,030	36	17,440	68	33,398	85
Total		*5,277,443	24	307,199	69	123,791	42	218,446	00

* Total expenditure on Capital Account as above \$5,277,443 24
 Less—Expenditure prior to Confederation \$ 309,371 31
 " Year 1880. 561 50
 309,932 81

Agreeing with Public Accounts Balance Sheet, 1906, page 4. \$4 967,510 43

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

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						*	*	
" " " "	1904						*	*	
" " " "	1905						*	*	
" " " "	1906						*	*	
Total			+489,599 23		748 65		*	*	

* Included in Rideau Canal.

+ Agreeing with Public Accounts, 1906, page 4.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

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

SAULT STE. MARIE CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872		949 35		
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882				
" " " "	1883				
" " " "	1884				
" " " "	1885				
" " " "	1886				
" " " "	1887				
" " " "	1888	8,145 06			
" " " "	1889	34,018 95			
" " " "	1890	176,568 55			
" " " "	1891	325,336 33			
" " " "	1892	341,474 31			
" " " "	1893	589,801 25			
" " " "	1894	1,316,529 29			
" " " "	1895	466,151 50		3,432 73	
" " " "	1896	189,986 59		16,074 70	2,650 17
" " " "	1897	209,561 82		15,381 59	7,671 79
" " " "	1898	21,004 56		14,389 92	8,172 09
" " " "	1899	63,935 48		13,840 24	6,564 40
" " " "	1900	27,157 98		13,901 40	13,219 87
" " " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " " "	1902	122,505 73		15,920 80	14,839 71
" " " "	1903	65,933 43		16,077 22	10,855 70
" " " "	1904	32,029 54		14,653 35	9,491 44
" " " "	1905	110,181 69		15,681 55	14,776 33
" " " "	1906	120,000 00		15,878 11	20,086 15
Total		*4 543,675 99	997 74	168,962 54	118,616 83

* Agreeing with Public Accounts, 1906, page 4.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

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
" " " ..	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " " ..	1905	34,202 71	30,406 25	25,432 49	21,174 84
" " " ..	1906	5,000 22	16,033 79	24,817 37	17,096 33
Total		*6,891,174 70	62,163 73	162,011 29	101,171 31

* Included in total cost of St. Lawrence River and Canals, see part i, page 9.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to June 30, 1906.

Canal.	Construction.		Enlargement.		Total.		
	\$	cts.	\$	cts.	\$	cts.	
St. Pierre.....	648,547	14			648,547	14	
Lachine.....	2,589,532	85	8,989,377	08	11,578,909	93	
Beauharnois.....	1,636,690	26			1,636,690	26	
St. Lawrence River and Canals.....	18,442	85	3,218,519	61	3,236,962	46	
Lake St. Louis.....			298,176	11	298,176	11	
Lake St. Francis.....			75,906	71	75,906	71	
Cornwall.....	1,945,624	73	5,273,441	94	7,219,066	67	
Williamsburg.....	Farran's Point..... Galops..... Rapide Plat..... Williamsburg.....		877,090	57	10,326,773	86	
		1,320,655	54	5,960,844			40
		7,693,824	03	2,157,487			09
				10,696			26
Welland.....			19,101,740	34	26,795,564	37	
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.....	4,085,889	21			4,085,889	21	
St. Ours.....	121,537	65			121,537	65	
Chambly.....	637,056	76			637,056	76	
Murray.....	1,248,820	26			1,248,820	26	
Trent.....	5,277,443	24			5,277,443	24	
Tay.....	489,599	23			489,599	23	
Sault Ste. Marie.....	4,543,675	99			4,543,675	99	
Soulanges.....	6,891,174	70			6,891,174	70	
Total ..	39,728,801	05	51,118,078	55	90,846,879	60	

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

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

*RECAPITULATION--EXPENDITURE on Canals, also showing Revenue received.

	Year ending June 30.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, including Imperial Government		20,593,866 13	98,378 46			
Government expenditure since Confederation.	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19
" "	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
" "	1870		90,355 96	120,403 02	150,176 70	414,687 02
" "	1871		116,429 54	135,040 81	140,467 52	488,538 76
" "	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
" "	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
" "	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
" "	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
" "	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
" "	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
" "	1878	3,843,338 62		187,521 31	122,251 60	373,814 17
" "	1879	3,064,098 61		191,892 44	115,349 99	337,675 13
" "	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
" "	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" "	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" "	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" "	1885	1,504,621 47	58,297 59	280,226 20	201,708 47	321,289 47
" "	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	323,977 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	2,452,278 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	2,369,569 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
" "	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	79,536 51
" "	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" "	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,667 76
Total		90,846,879 60	4,324,657 77	9,901,481 37	7,864,260 26	13,513,583 32

* This does not include expenditure which has been charged to Canals—(General)—but amounts expended on specified canals.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

HYDRAULIC AND OTHER RENTS.

Balances due July 1.	Accrued during the Year ended June 30.		Totals.		1905-1906.		Abatement.		Deposited to the credit of the Receiver General.		Balances due June 30.		Totals.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
49,413 35		36,959 64		86,372 99		Welland canal.....	1,150 05		23,429 50		61,793 44		86,372 99	
2,529 07		1,072 00		4,201 07		Williamsburg canal.....			898 00		3,393 07		4,201 07	
7,230 62		7,697 50		14,928 12		Cornwall canal.....			7,013 75		7,914 37		14,928 12	
13,092 34		4,356 50		17,448 84		Beauharnois canal.....			6,183 00		11,265 84		17,448 84	
35,883 11		54,052 27		89,935 38		Lachine canal.....	637 50		54,399 73		34,898 15		89,935 38	
559 84		186 00		736 84		Chambly canal.....			162 00		574 84		736 84	
3,989 76		4,038 35		8,028 11		Rideau canal.....	1,840 23		3,451 80		2,736 08		8,028 11	
433 95		3,058 04		3,491 99		Trent Valley canal.....	10 00		2,144 54		1,337 45		3,491 99	
25 00		509 00		525 00		Sault Ste. Marie canal.....			495 00		30 00		525 00	
20,533 83		5,495 00		26,028 83		Carillon and Grenville canal.....			487 00		25,541 83		26,028 83	
4 00		38 00		42 00		Sundry canals.....			37 00		5 00		42 00	
		3,016 00		3,016 00		Soulanges canal.....			3,016 00				3,016 00	
133,680 47		121,069 30		254,755 77		Totals.....	3,637 78		101,717 32		149,400 97		254,755 77	

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

REVENUE STATEMENT.

CANAL REVENUE.			COLLECTION DIVISIONS.			DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.			Cost of Staff, Repairs and Statistical Offices chargeable to Revenue.		
Tolls.	Wharfage and Storage, Dry Dock and Fines, &c.		Total Canal Revenue Accrued.	Hydraulic and other rents, &c.	Total.	On Account of Canal Revenue.		On Account of Hydraulic Rents.	Total.	%	cts.
	cts.	cts.				cts.	cts.				
	22 18	298 08	22 18	1,318 00	1,340 18	22 18	1,318 00	1,340 18	198,599 69	2,540 03	2,290 25
	320 26		320 26	23,429 50	23,749 76	320 26	23,429 50	23,749 76	198,839 97		
	30 00		30 00	3,016 00	3,046 00	30 00	3,016 00	3,046 00	360,739 32	1,486 35	
	35 00		35 00	6,183 00	6,183 00	35 00	6,183 00	6,183 00			
	938 19		938 19	7,013 75	7,048 75	938 19	7,013 75	7,048 75	1,680 40		
	4,678 86		4,678 86	898 00	898 00	4,678 86	898 00	898 00	1,030 08		
				270 00	1,298 19	938 19	270 00	1,298 19	2,171 99		
				54,129 73	58,808 59	4,678 86	54,129 73	58,808 59	6,438 82		716 75
	5,682 05		5,682 05	71,510 48	77,192 53	5,682 05	71,510 48	77,192 53	374,253 71		
				50 00	50 00		50 00	50 00	58,497 61	619 27	
				112 00	112 00		112 00	112 00	1,542 81		626 60
				162 00	162 00		162 00	162 00	61,286 29		
									34,726 65		
				458 00	458 00		458 00	458 00	476 69		
				29 00	29 00		29 00	29 00	824 18		
				487 00	487 00		487 00	487 00	812 48		

SESSIONAL PAPER No. 20

267 80	297 80	3,166 45	3,434 25	3,166 45	297 80	3,166 45	3,434 25	97,507 00
15 00	15 00	210 00	225 00	210 00	15 00	210 00	225 00	1,477 33
15 00	15 00	75 35	90 35	75 35	15 00	75 35	90 35	429 40
297 80	297 80	3,451 80	3,749 60	3,451 80	297 80	3,451 80	3,749 60	427 33
								99,841 06
		32 00	32 00	32 00		32 00	32 00	3,492 84
								200 00
								3,692 84
		5 00	5 00	5 00		5 00	5 00	8,514 12
								286 60
								8,800 72
		1 00	1 00	1 00		1 00	1 00	50,839 53
								51 25
								25 00
52 00	52 00	2,143 54	2,195 54	2,143 54	52 00	2,143 54	2,195 54	52 74
								50,968 52
52 00	52 00	2,144 54	2,196 54	2,144 54	52 00	2,144 54	2,196 54	37,412 76
		495 00	495 00	495 00		495 00	495 00	871,435 87
6,352 11	6,352 11	101,717 32	108,069 43	101,717 32	6,352 11	108,069 43	108,069 43	12,439 60
								157 06
								1,083 34
								908 10
								886,023 97
							1 67	
								108,067 76

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N.B.)

	Year.	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation		10,766,725 54			
" since	1868	483,353 65		359,961 08	420,752 58
" "	1869	282,615 18		387,548 47	455,022 76
" "	1870	1,729,381 49		445,208 75	471,245 09
" "	1871	2,916,782 13		442,993 31	565,713 52
" "	1872	5,131,141 51		595,076 22	622,900 56
" "	1873	5,201,450 37		1,011,892 60	703,458 26
" "	1874	3,614,898 81		1,847,175 24	893,430 17
" "	1875	3,426,099 55		1,532,589 62	861,593 43
" "	1876	1,108,321 59		1,277,197 79	848,861 46
" "	1877	1,318,352 19		1,661,673 55	1,154,445 35
" "	1878	408,816 74		1,811,273 56	1,378,946 78
" "	1879	226,639 19		2,010,183 22	1,294,099 69
" "	1880	2,048,014 60		1,607,956 70	1,520,310 45
" "	1881	608,732 80		1,780,353 53	1,777,856 76
" "	1882	585,568 79		2,080,592 37	2,100,315 85
" "	1883	1,616,632 96		2,383,477 20	2,395,034 99
" "	1884	1,405,377 52		2,366,719 95	2,376,666 19
" "	1885	1,195,363 08		2,460,229 87	2,392,605 00
" "	1886	544,958 17		2,568,473 10	2,406,858 88
" "	1887	823,070 86		2,854,158 91	2,621,337 41
" "	1888	742,203 09		3,300,481 94	2,937,337 40
" "	1889	655,228 13		3,174,785 19	2,923,736 46
" "	1890	365,246 48		3,500,455 80	2,958,243 38
" "	1891	79,929 34		3,691,273 65	3,007,630 51
" "	1892	168,101 70		3,458,891 39	2,978,950 82
" "	1893	228,984 79		3,062,207 45	3,099,815 20
" "	1894	166,362 43		2,999,317 07	3,020,485 74
" "	1895	327,034 51		2,964,940 98	2,979,795 59
" "	1896	259,105 23		3,020,304 08	2,994,201 93
" "	1897	145,142 00		2,936,789 71	2,906,631 25
" "	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" "	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" "	1900	1,796,318 29		4,444,296 25	4,599,423 14
" "	1901	3,633,836 57		5,477,285 30	5,019,497 76
" "	1902	4,621,841 05		5,596,939 57	5,720,990 50
" "	1903	2,254,256 68		6,214,496 38	6,366,884 53
" "	1904	1,880,856 60		7,264,263 13	6,392,865 48
" "	1905	3,937,621 93		8,535,689 91	6,833,561 50
" "	1906	1,765,170 90		7,599,400 33	7,693,282 40
Total		*71,803,873 65	280,000 00	115,423,942 61	106,625,243 34

* Including \$296,672.90 charged to 'Consolidated Fund.'

† Expenditure for year	\$ 1,894,856 90
Less refunds of previous years	14,000 30

\$ 1,880,856 60

‡ Expenditure for year	\$ 3,760,942 95
Add refunded cheque of 1901-02 paid during fiscal year 1905-6	4,227 95

\$ 3,765,170 90

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 32..... \$71,803,873 65

Less amounts transferred from Capital to Consolidated Fund as follows:—

	Nova Scotia Ry.	European and North American Ry.	
1868.....	\$ 16,800 99	\$ 11,302 89	
1870.....	34,403 45	1,749 21	
1871.....	50,405 69	.....
1873.....	106,899 59	75,311 08	
	<u>\$ 208,509 72</u>	<u>\$ 88,363 18</u>	
		208,509 72	
			296,872 90
			<u>\$71,507,000 75</u>
Cape Breton Railway, page 37.....			3,860,679 14
Oxford and New Glasgow Railway, page 36.....			1,949,063 21
Eastern Extension Railway, page 34.....			1,324,042 81
Montreal and European Short Line Railway, page 38.....			333,942 72
Drummond County Railway, page 42.....			1,464,000 00
Canada Eastern Railway, page 45.....			800,000 00
			<u>*\$81,238,728 63</u>

Total capital cost of Intercolonial Railway system.....

*Agreeing with Public Accounts, 1905-6, page 4.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

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			
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" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887		94,254 04	64,107 10
" " "	1888		90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890		79,102 77	84,658 95
" " "	1891	3,255 40	*	†
" " "	1892		*	†
" " "	1893		*	†
" " "	1894		*	†
" " "	1895		*	†
" " "	1896		*	†
" " "	1897		*	†
" " "	1898		*	†
" " "	1899		*	†
" " "	1900		*	†
" " "	1901		*	†
" " "	1902		*	†
" " "	1903		*	†
" " "	1904		*	†
" " "	1905		*	†
" " "	1906		*	†
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 33.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

CARLETON BRANCH 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			
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" " " " 1881			
" " " " 1882			
" " " " 1883			
" " " " 1884			
" " " " 1885			
" " " " 1886	85,610 69		
" " " " 1887	2,299 62		
" " " " 1888	500 17		
" " " " 1889			
" " " " 1890			
" " " " 1891			
" " " " 1892			
" " " " 1893			
" " " " 1894			
" " " " 1895			
" " " " 1896			
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" " " " 1899			
" " " " 1900			
" " " " 1901			
" " " " 1902			
" " " " 1903			
" " " " 1904			
" " " " 1905			
" " " " 1906			
Total	*88,410 48		

* Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of \$40,000, which sum was paid in March, 1893, to the Receiver General.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

OXFORD AND NEW GLASGOW.

	Year.	Capital.		Working Expenses.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation ...	1868				
" " since " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
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" " " "	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				
" " " "	1904				
" " " "	1905				
" " " "	1906				
Total ...		† 1,949,063	21	†	

* Included in Intercolonial Railway Capital. † Included in Intercolonial Railway working expenses.

‡ Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

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				
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" " " "	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				
" " " "	1904				
" " " "	1905				
" " " "	1906				
Total			\$3,860,679 14		†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
 § Included in total cost of Intercolonial Railway system, see page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

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				
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" " "	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				
" " "	1904				
" " "	1905				
" " "	1906				
Total.....			*333,942 72		

* Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....		3,114,735 11		
" since	1874		750 00	
"	1875	46,086 63	49,344 62	24,493 99
"	1876	42,546 10	219,930 43	118,060 96
"	1877	200,000 00	228,595 25	130,664 92
"	1878	6,551 86	221,599 49	135,899 60
"	1879	40,129 05	223,313 12	125,855 91
"	1880	16,539 82	164,640 55	113,851 11
"	1881		203,122 88	131,131 43
"	1882	402 03	228,259 97	137,267 54
"	1883	57,186 02	252,808 41	146,170 42
"	1884	130,663 38	236,428 13	144,504 12
"	1885	76,956 56	211,207 01	158,588 06
"	1886	4,668 33	216,744 34	155,584 36
"	1887	5,800 00	204,237 45	155,303 37
"	1888		229,639 95	158,363 62
"	1889		247,559 44	171,369 56
"	1890		266,485 85	160,971 78
"	1891		257,990 08	174,258 05
"	1892	8,300 49	289,706 38	157,442 69
"	1893		226,422 17	162,690 42
"	1894		226,891 06	158,533 83
"	1895		232,905 19	149,654 78
"	1896		225,138 56	146,476 54
"	1897		240,489 90	153,443 13
"	1898	17,541 88	231,418 74	158,950 61
"	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
"	1904	698,877 47	335,695 44	234,390 03
"	1905	591,412 65	370,464 44	217,330 61
"	1906	496,124 89	294,253 16	257,270 57
Total.....		*7,215,654 34	7,566,590 86	5,087,870 42

* Agrees with Public Accounts Balance Sheet, 1905-1906, page 4.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

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			
" " ".....	1904	33,076 39		
" " ".....	1905			
" " ".....	1906			
Total.....		*62,785,319 97	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1905-1906, 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 50, for the expenditure.

S. LEONARD SHANNON,
Accountant.

SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.		Income Expenses.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation.....	1868				
" " since "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
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" " " "	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				
" " " "	1904				
" " " "	1905				
" " " "	1906				
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.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

DRUMMOND COUNTY RAILWAY.

				Year.	Construction.		Working Expenses.	
					\$	cts.	\$	cts.
Government expenditure	prior	to Confederation	1868				
"	since	"	1869				
"	"	"	1870				
"	"	"	1871				
"	"	"	1872				
"	"	"	1873				
"	"	"	1874				
"	"	"	1875				
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"	"	"	1890				
"	"	"	1891				
"	"	"	1892				
"	"	"	1893				
"	"	"	1894				
"	"	"	1895				
"	"	"	1896				
"	"	"	1897				
"	"	"	1898				
"	"	"	1899				
"	"	"	1900		1,459,000	00	
"	"	"	1901				
"	"	"	1902		5,000	00	
"	"	"	.....	1903				
"	"	"	.....	1904				
"	"	"	.....	1905				
"	"	"	.....	1906				
Total.....						*1,464,000	00	

* Included in total costs of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.

(Stikine Teslin Railway.)

	Year.	Construction.
		\$ cts.
Government expenditure prior to Confederation.....	1868	
" since "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
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" " "	1896	
" " "	1897	
" " "	1898	
" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	283,323 55
" " "	1903	
" " "	1904	
" " "	1905	
" " "	1906	
Total.		*283,323 55

* Agrees with Public Accounts Balance Sheet, 1905-1906, page 8.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENTS OF THE ACCOUNTANT.

National Transcontinental 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
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"	"	1890
"	"	1891
"	"	1892
"	"	1893
"	"	1894
"	"	1895
"	"	1896
"	"	1897
"	"	1898
"	"	1899
"	"	1900
"	"	1901
"	"	1902
"	"	1903
"	"	1904	6,249 40
"	"	1905	778,491 28
"	"	1906	1,841,269 95
Total			*2,626,010 63

* Agrees with Public Accounts Balance Sheet, 1905-1906, page 8.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

SESSIONAL PAPER No. 20

STATEMENTS OF THE ACCOUNTANT.

Canada Eastern Railway.

		Year.	Construction.
			\$ cts.
Government expenditure prior to Confederation.....			
" " since "		1868	
" " "		1869	
" " "		1870	
" " "		1871	
" " "		1872	
" " "		1873	
" " "		1874	
" " "		1875	
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" " "		1899	
" " "		1900	
" " "		1901	
" " "		1902	
" " "		1903	
" " "		1904	
" " "		1905	800,000 00
" " "		1906	
Total.....			* 800,000 00

* Included in total cost of Intercolonial Railway System, page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

6-7 EDWARD VII., A. 1907

STATEMENT showing amount expended on Capital Account on Railways

Railways.	—		—	
	\$	cts.	\$	cts.
Intercolonial.....	71,507,000	75		
Cape Breton.....	3,860,679	14		
Oxford and New Glasgow.....	1,919,063	11		
Eastern Extension.....	1,324,042	81		
Drummond County.....	1,461,000	00		
Montreal and European Short Line.....	333,942	72		
Canada Eastern.....	800,000	00		
			81,238,728	63
Carleton Branch.....			48,410	48
Prince Edward Island.....			7,215,654	34
Canadian Pacific.....			62,785,319	97
Annapolis and Digby.....			660,683	09
Yukon Territory Works (Stikine-Teslin Ry.).....			283,323	55
National Transcontinental.....			2,626,010	63
Governor General's Car.....			17,955	93
Total.....			154,876,086	62
<i>Memo. re Recapitulation—Railways.</i>				
Total cost as per statement above.....			154,876,086	62
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 33.....			296,872	90
Agreeing with total of construction, as per statement, page 47..			155,172,959	52

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

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RECAPITULATION—GOVERNMENT RAILWAYS.

	Year.	Construction.		Working Expenses.		Revenue.	
		\$	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
" " " " "	1904	2,619,059	86	7,599,958	57	6,627,255	51
" " " " "	1905	6,125,451	79	8,906,154	35	7,050,892	11
" " " " "	1906	6,102,565	74	7,893,653	49	7,950,552	97
Total		*155,212,959	52	123,865,523	80	112,571,053	19

* Total amount paid on construction..... \$155,212,959 52
 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..... †\$155,172,959 52

† Agreeing with amount expended on Capital, see page 46.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, September 30, 1906.

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STATEMENT showing Miscellaneous Expenditure, yearly, by the Department of Railways and Canals.

Year ending June 30.	CHARGEABLE TO INCOME.			CHARGEABLE TO REVENUE.			Total, Yearly Expenditure
	Canals.	Railways.	General.	Canals.	Railways.	General.	
	\$ 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.	10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.	2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.	1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.	1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.	11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.	12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.	3,658 23	21,752 58	34,133 50	65,770 65			125,319 96
1903.	2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
1904.	3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.	1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.	9,160 44	99,018 80	37,484 64	62,171 45			207,835 33
	253,300 45	723,689 96	635,728 70	1,204,612 22	45,039 97	69,711 05	2,932,172 35

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

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RECAPITULATION—RAILWAYS AND CANALS, TO JUNE 30, 1906.

EXPENDITURE.

<i>Chargeable to Capital Account—</i>				
Railways, <i>see</i> Statement page 46.....		\$154,876,086	62	
Canals " " 28.....		90,846,879	60	
				\$ 245,722,966 22
<i>Chargeable to Consolidated Fund—</i>				
* Railway Subsidies as per Statement No. 3, page 50.....		34,255,135	06	
<i>Income Account—</i>				
Intercolonial Railway. <i>see</i> page 32.....	\$	280,000	00	
Add transferred from Capital " 33.....		296,872	90	
Railways " 48.....		723,689	96	
Canals " 28.....		4,324,657	77	
" " 48.....		253,390	45	
General, Railways and Canals " 48.....		635,728	70	
				6,514,339 78
<i>Revenue Account—</i>				
Canals—Operating and maintaining Staff, <i>see</i> page 28. \$		9,901,481	37	
Canals—Repairs, <i>see</i> page 28.....		7,864,260	26	
" " 48.....		1,204,612	22	
Railways—Working Expenses, <i>see</i> page 47.....		123,865,523	80	
" " 48.....		45,039	97	
General—Railways and Canals " 48.....		69,711	05	
				142,950,628 67
				183,720,103 51
Total expenditure on Railways and Canals.....	\$	429,443,069	73	

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

RAILWAYS.

Capital Account.....	\$	154,876,086	62	
Consolidated Fund.....		159,466,261	69	
				314,342,348 31

CANALS.

Capital Account.....	\$	90,846,879	60	
Consolidated Fund.....		23,548,402	07	
				114,395,281 67

GENERAL, COMMON TO BOTH.

Consolidated Fund.....				705,439 75
Total expenditure on Railways and Canals.....	\$	429,443,069	73	

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to June 30, 1906, (for details <i>see</i> page 47).....	\$	112,571,053	19	
Canals " " " " " 28).....		13,513,583	32	
Total Revenue, Railways and Canals.....	\$	126,084,636	51	

* 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, 1898-94, page x.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 30, 1906.

PART II

SKETCH MAPS OF DOMINION RAILWAYS AND CANALS

AND

REPORT OF THE CHIEF ENGINEER

COMPRISING REPORTS OF

GENERAL MANAGER OF GOVERNMENT RAILWAYS AND
SUPERINTENDENTS OF CANALS

1905-1906

DEPARTMENT OF RAILWAYS AND CANALS.

LIST OF ANNUAL REPORTS UNDER THIS COVER.

1. M. J. Butler, Chief Engineer Railways and Canals, General Report.
2. D. Pottinger, General Manager Government Railways, I.C.R.
W. B. MacKenzie, Chief Engineer, I.C.R.
T. C. Burpee, Engineer of Maintenance, I.C.R.
G. R. Joughins, Superintendent of Motive Power, I.C.R.
T. Williams, Chief Accountant and Treasurer, I.C.R.
3. D. Pottinger, General Manager Government Railways, Windsor Branch.
T. C. Burpee, Engineer of Maintenance, Windsor Branch.
T. Williams, Chief Accountant and Treasurer, Windsor Branch.
4. D. Pottinger, General Manager Government Railways, P.E.I. Ry.
W. B. MacKenzie, Chief Engineer, P.E.I. Ry.
G. A. Sharp, Superintendent, P.E.I. Ry.
W. S. Poole, Mechanical Superintendent, P.E.I. Ry.
W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
5. E. Marceau, Superintending Engineer, Quebec Canals.
6. L. N. Rheume, St. Lawrence Canals.
7. W. A. Stewart, Superintendent of Operation, St. Lawrence Canals.
8. J. L. Weller, Superintending Engineer, Welland Canal.
9. F. B. Fripp, Engineer in Charge, Sault Ste. Marie.
10. J. C. Boyd, Superintendent, Sault Ste. Marie.
11. A. J. Grant, Superintending Engineer, Trent Canal.
12. A. T. Phillips, Superintending Engineer, Rideau Canal.
13. J. H. Devereaux, Lock Master, St. Peter's Canal.
14. J. H. McClellan, Superintendent, Trent Canal.
15. E. J. Walsh, Trent Canal Surveys.
16. C. Schreiber, C.M.G., Report on Western Division National Transcontinental Railway.

CHIEF ENGINEER'S REPORT.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,
OTTAWA, November 1, 1906.

SIR,—I have the honour to submit my annual report for the fiscal year ended June 30, 1906, covering, however, the works of construction up to October 1, 1906.

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 reports of the Superintendent of the Prince Edward Island division, with statements of accounts prepared by the Accountants of these roads.

Second.—The annual reports of the Superintending Engineers of the several canals, and of the Superintendents of the Sault Ste. Marie canal, the St. Peter's canal, Trent and of the St. Lawrence canals. And the engineer in charge of the improvements to the entrance to the Sault Ste. Marie canal.

The following shows the length of the government railways in operation on June 30, 1906:—

INTERCOLONIAL RAILWAY.

MAIN LINE AND BRANCHES.

	MILES.
Halifax to Truro.	61·83
Dartmouth Branch.	12·38
Truro to Moncton.	124·03
Moncton to St. John.	89·36
Point du Chene Branch.	11·38
Moncton to Campbellton.	185·16
Campbellton to Ste. Flavie.	105·09
Indian Town Branch.	13·51
Ste. Flavie to Rivière du Loup.	83·28
Rivière Ouelle Branch.	6·25
Rivière du Loup to Point Lévis.	115·47
Hadlow to Chaudière Curve.	5·62
Chaudière to Ste. Rosalie.	115·95
St. Charles Junction to Chaudière Junction.	16·98
Nicolet Branch.	14·61
Dalhousie Branch.	7·00
Pictou to Oxford Junction.	69·10

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Brown's Point to Stellarton.	12.23
Junction near New Glasgow to Pictou Landing.	7.76
Pugwash Junction to Pugwash.	4.70
Truro to Mulgrave.	123.07
Point Tupper to Sydney.	91.48
North Sydney Branch.	4.38
Fredericton to Loggieville.	125.00
	<hr/>
	1,405.62

LEASED.

Length of main line from Point Lévis to Hadlow.	1.50
Chaudière Curve to Chaudière.	1.18
Ste. Rosalie Junction to Montreal.	37.62
	<hr/>
	40.30
	<hr/>
	1,445.92

FREIGHT BRANCHES AND Y'S OWNED.

Y's at Windsor Junction, Truro, Brown's Point, Oxford Junction, Painsec Junction, Moncton, Chaudière, Springhill Junction, Stellarton, Mulgrave, Nth. Sydney Junction, Newcastle, Rivière Ouelle, St. Charles Junction, St. Leonard Junction, Ste. Rosalie Junction.	3.62
Switch near North Street to D.W.T., Halifax. . . . .	.85
Halifax Cotton Factory.	2.10
Dartmouth Station to end of line.	2.29
Stewiacke Wharf Branch. . . . .	.87
Sydney Station to Wharf. . . . .	.90
North Sydney Station to Wharf. . . . .	.75
Switch near Pictou Landing to Coal Wharf. . . . .	.75
Pictou Station to Wharf. . . . .	.15
Pictou Station to Copper Crown Smelter. . . . .	.72
Logan's Tannery Siding. . . . .	.48
Pugwash Station to Wharf. . . . .	.07
Sackville Wharf Branch. . . . .	.47
Dorchester Wharf Branch.	1.00
Moncton Wharf Branch.	1.00
Courtney Bay Branch.	2.39
St. John Water Front Extension. . . . .	.44
St. John Station to Deep Water Wharf. . . . .	.28
Newcastle Wharf Branch.	1.75
Dalhousie Station to Wharf Branch. . . . .	.40
Campbellton Wharf Branch.43
Rimouski Wharf Branch.	2.00
Trois Pistoles Spur.	2.38

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Rivière du Loup Wharf Branch.	4-35	
St. Pacome Spur.	1-27	
Nicolet Station to Wharf.	2-05	
Carmel Branch, Main Line to Village (estimated).	1-05	
Blackville to Indian Town.	8-50	
		43-34
		1,489-26

WINDSOR BRANCH.

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

PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish.	166
Mount Stewart to Georgetown.	24
Charlottetown to Royalty Junction.	5
Emerald Junction to Cape Traverse.	13
Alberton to Cascopec Wharf.	1
Charlottetown to Murray Harbour.	52-3
	261-3

Total length of government railways. 1,782-56

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.	1,446	Working expenses.	7,581,914 36		
		Earnings.	7,643,829 99	61,915 54	
Windsor Branch	32	One-third earnings.	49,452 50		
		Maintenance	17,485 97	31,966 53	
Prince Edward Island Division.	261	Working expenses.	294,253 16		
		Earnings	257,270 57		36,982 59
Total, miles.	1,739				
		Deduct loss from profit.		36,982 59	
		Net profit.		56,899 48	

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.

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

	1904-05.	1905-06.
Intercolonial Division.	\$6,783,522 83	\$7,643,829 90
Windsor Branch.	50,038 67	49,452 50
Prince Edward Island Division.	217,330 61	257,270 57
	<hr/>	<hr/>
	\$7,050,892 11	\$7,950,552 97

Showing an increase in the gross earnings of \$898,660.86.

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

	1904-05.	1905-06.
Intercolonial Division.	\$8,508,826 75	\$7,581,914 36
Windsor Branch.	26,863 16	17,485 97
Prince Edward Island Division.	370,464 44	294,253 16
	<hr/>	<hr/>
Total.	\$8,906,154 35	\$7,893,653 49
Gross working expenses of government railways.	\$8,906,154 35	\$7,893,653 49
Gross earnings of government railways.	7,050,892 11	7,950,552 97

Excess of earnings over working expenses, which include rental, \$140,000, Grand Trunk Railway. . \$ 56,899 48

Showing a decrease in working expenses for the year, compared with the previous year, of \$926,912.39, which is made up of the following:—

	1904-1905.	1905-1906.	Difference.	
			Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Locomotive power.	3,116,653 49	2,930,075 83		186,577 66
Car expenses.	2,040,133 13	1,617,119 70		423,013 43
Maintenance of way and works.	1,722,616 65	1,397,143 62		325,473 03
Station expenses.	937,816 11	1,032,764 20	94,948 09	
General charges.	535,541 85	586,267 90	50,726 05	
	<hr/>	<hr/>	<hr/>	<hr/>
Rental leased lines.	8,352,761 23	7,563,371 25	145,674 14	935,064 12
	140,000 00	140,000 00		
	<hr/>	<hr/>	<hr/>	<hr/>
Car mileage (total decrease, 137,522.41).	8,492,761 23	7,703,371 25		
	+ 16,065 52	-121,456 89		
	<hr/>	<hr/>	<hr/>	<hr/>
	8,508,826 75	7,581,914 36		

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INTERCOLONIAL DIVISION.

COMPARATIVE Statement of Ocean-borne Passenger Business done at the Port of Halifax during the Winter Seasons of 1904-1905 and 1905-1906.

Name of Steamer.	1904-1905.			Name of Steamer.	1905-1906.		
	No. of Passengers.				No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Pretorian.....	33	613	646	Pretorian.....	112	1,849	1,961
Parisian.....	61	1,217	1,278	Parisian.....	45	1,938	1,983
Bavarian.....	76	1,882	1,958	Southwark.....	Nil.	1,648	1,648
Corinthian.....	35	714	749	Corinthian.....	43	1,288	1,331
Virginian.....	25	832	857	Virginian.....	172	1,945	2,117
Siberian.....	8	522	530	Siberian.....	1	1,078	1,079
Mongolian.....	8	241	249	Mongolian.....	Nil.	884	884
Dania.....	7	454	461	Dahome.....	3	30	33
Albano.....	Nil.	452	452	Corean.....	Nil.	546	546
Numidian.....	4	114	118	Numidian.....	31	1,245	1,276
Victorian.....	34	881	915	Victorian.....	85	1,416	1,501
Canada.....	36	1,337	1,373	Canada.....	31	986	1,017
Carthaginian.....	8	539	547	Carthaginian.....	8	1,361	1,369
Tunisian.....	54	1,390	1,444	Tunisian.....	246	3,719	3,965
Sardinian.....	5	272	277	Sardinian.....	Nil.	443	443
Laurentian.....	8	689	697	Laurentian.....	Nil.	717	717
Pomeranian.....	Nil.	229	229	Pomeranian.....	Nil.	447	447
Ionian.....	75	1,496	1,571	Norsman.....	Nil.	1,746	1,746
Dominion.....	23	431	454	Dominion.....	38	1,171	1,209
Sicilian.....	25	977	1,002	Sicilian.....	56	2,835	2,891
Pallanza.....	Nil.	1,012	1,012	Kensington.....	Nil.	2,287	2,287
Vancouver.....	7	300	367	Sarmatian.....	Nil.	214	214
Kensington.....	11	394	405	City of Vienna.....	5	305	310
Buenos Ayrean.....	4	457	461				
Sarmatian.....	2	157	159				
Total.....	549	17,662	18,211	Total.....	876	30,098	30,974

* NOTE.—Of the total number 30,974, 22,864 travelled over the Intercolonial Railway as follows: 18,033 via St. John and Canadian Pacific, 4,832 via Intercolonial Railway, long haul.

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COMPARATIVE Statement of Ocean-borne Freight Traffic during the Winter Seasons
of 1904-5 and 1905-6.

Name of Line of Steamers.	WINTER OF 1904-1905.			Name of Line of Steamers.	WINTER OF 1905-1906.		
	Measurement tons	Weight tons.	Total tons.		Measurement tons	Weight tons.	Total tons.
Allan Line.....	4,736	3,394	8,130	Allan Line.... .	5,414	3,656	9,070
Furness Line. . . .	3,927	5,189	9,116	Furness Line....	4,257	8,728	12,985
Canadian Pacific..	275	47	322	Canadian Pacific...	388	1,121	1,509
Canada-Jamacia } Steamship Line }		1,938	1,938	Canada-Jamacia } Steamship Line }		873	873
Pickford and Black		13,399	13,399	Pickford and Black	15	8,942	8,957
Various other lines and Tramp Steamers		48,800	48,800	Various other lines and Tramp Steamers			
Total	8,938	72,767	81,705	Total	10,074	23,320	32,394

The above statement shows a decrease of 48,311 tons of ocean-borne freight traffic for the winter season of 1905-06 as compared with the winter season of 1904-05.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account during the fiscal year ending June 30, 1906:—

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.	Ballast plough.	Auxiliary cars.	Air Brake Instruction car.	Steam cranes for coal.
		1st class sleeping and parlor.	1st class.	2nd class sleepers.	2nd class.												
16	5	20	385	130	2	10	221	5				

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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, 1906, at the cost of revenue to maintain the work:—

	Engines.	Passenger Car Stock.					Conductor's van.	Box car.	Platform cars.	Refrigerator cars.	Coal cars of three several kinds.	Snow ploughs.	Wing ploughs.	Flangers.	Rotary snow ploughs.	Auxiliary.
		1st class sleeping and parlour.	1st class.	2nd class sleepers.	2nd class.	Baggage and express.										
Total.....	1	1	26	1	1	

Nineteen box cars of 60,000 lbs. capacity were purchased on revenue account.

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.
		\$	c.	\$	c.	\$	c.	\$	c.		
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	1,294,009	69	.....	.....	716,083	53	510,861	640,101
1879-80.....	829	1,603,429	71	1,506,298	48	.....	.....	97,131	23	561,924	581,483
1880-81.....	840	1,759,851	27	1,760,393	92	.....	542	65	.....	725,777	681,245
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	989,986	957,228
1885-86.....	946	2,583,999	67	2,450,093	88	.....	.....	133,905	79	1,023,788	932,880
1886-87.....	977	2,922,369	62	2,660,116	93	.....	.....	262,252	29	1,143,020	942,784
1887-88.....	971	3,366,781	74	2,983,336	05	.....	.....	383,445	69	1,288,823	1,040,163
1888-89.....	971	3,244,647	73	2,967,801	00	.....	.....	276,847	73	1,218,877	1,136,272
1889-90.....	971	3,560,575	74	3,012,739	87	.....	.....	847,835	87	1,368,819	1,219,233
1890-91.....	1,094	3,662,341	94	2,977,395	38	.....	.....	684,946	56	1,304,534	1,298,304
1891-92.....	1,142	3,439,377	00	2,945,441	97	.....	.....	493,935	03	1,264,575	1,297,732
1892-93.....	1,142	3,045,317	50	3,065,499	09	.....	20,181	59	.....	1,388,080	1,292,878
1893-94.....	1,142	2,981,671	98	2,987,510	27	.....	5,838	29	.....	1,342,710	1,301,062
1894-95.....	1,142	2,936,902	74	2,340,717	95	.....	3,815,	21	.....	1,276,816	1,352,667
1895-96.....	1,142	3,012,827	62	2,957,640	10	.....	.....	55,187	52	1,379,618	1,471,866
1896-97.....	1,145	2,925,968	67	2,866,028	02	.....	.....	59,940	65	1,296,028	1,501,690
1897-98.....	1,201	3,327,648	51	3,117,669	85	.....	.....	209,978	66	1,424,576	1,523,444
*1898-99.....	1,301	3,675,686	21	3,738,331	44	.....	62,645	43	.....	1,750,761	1,603,095
*1899-1900.....	1,301	4,431,404	69	4,552,071	71	.....	120,667	02	.....	2,151,208	1,791,754
*1900-01.....	1,301	5,460,422	64	4,972,235	87	.....	.....	488,186	77	2,111,310	2,025,295
*1901-02.....	1,301	5,574,563	30	5,671,385	91	.....	96,822	61	.....	2,385,816	2,186,226
*1902-03.....	1,315	6,196,653	19	6,324,323	72	.....	127,670	53	.....	2,790,737	2,404,230
*1903-04.....	1,321	7,239,982	04	6,339,231	43	.....	.....	900,750	61	2,664,149	2,663,156
*1904-05.....	1,446	8,508,826	75	6,783,522	83	.....	.....	1,725,303	92	2,782,257	2,810,960
*1905-06.....	1,446	7,581,914	36	7,643,829	90	61,915	54	3,156,189	2,737,160

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

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INTERCOLONIAL RAILWAY.

STATEMENT of Earnings from the several sources named from June 30, 1876, to June 30, 1906.

Year.	Miles in operation.	Passenger traffic.		Freight traffic.		Mails and sundries.		Total.	
		§	c.	§	c.	§	c.	§	c.
1876-77	714	460,368	15	607,564	99	86,512	21	1,154,443	33
1877-78	714	475,256	82	801,709	82	101,985	07	1,378,946	78
1878-79	714	451,893	29	752,490	85	88,715	55	1,294,009	69
1879-80	829	490,388	66	915,486	50	100,473	32	1,506,298	48
1880-81	840	545,114	48	1,113,872	21	101,407	23	1,760,493	92
1881-82	850	651,296	94	1,303,496	00	124,470	72	2,079,262	66
1882-83	940	741,992	70	1,487,601	98	141,326	40	2,379,910	10
1883-84	887	775,783	77	1,461,390	37	147,240	78	2,383,414	92
1884-85	941	747,285	13	1,542,052	10	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	95
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	1,132	1,002,912	74	1,868,823	84	184,468	80	3,065,499	09
1893-94	1,142	958,915	13	1,834,126	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	167,400	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	91
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
1903-04	1,321	2,021,568	40	4,041,122	48	276,540	55	6,339,231	43
1904-05	1,446	2,103,066	75	4,373,178	75	305,277	53	6,783,522	83
1905-06	1,446	2,297,716	52	5,019,805	53	326,307	85	7,643,829	90

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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, 1906.

Year.	Miles in operation.	Local freight.	Through freight.	Total.
1876-7	714	The information for these		421,327
1877-8	714	years was destroyed		522,710
1878-9	714	when the general offices		510,861
1879-0	829	in Moncton were burned.		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	561,224	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	507,042	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
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3,156,189

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INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried from June 30, 1876, to June 30, 1906.

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
1879-80.....	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
1889-90.....	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	1,523,444
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
1903-4.....	1,321	2,447,843	215,313	2,663,156
1904-5.....	1,446	2,589,928	221,032	2,810,960
1905-6.....	1,446	2,491,472	245,688	2,737,160

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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.....				112,232	112,232
1879-80.....		300		135,369	136,466
1880-81.....		1,097		174,483	184,607
1881-82.....		6,102	4,022	218,364	248,158
1882-83.....		18,015	11,779	227,380	262,423
1883-84.....		12,837	22,206	252,014	293,562
1884-85.....		32,014	19,534	213,791	349,004
1885-86.....		133,440	1,773	215,272	407,592
1886-87.....		171,170	21,150	233,178	453,585
1887-88.....		192,871	27,536	309,727	529,659
1888-89.....		183,704	36,228	338,538	526,487
1889-90.....		160,026	27,923	366,967	554,546
1890-91.....		164,453	25,126	344,829	498,038
1891-92.....		113,996	69,213	392,441	433,806
1892-93.....		35,447	5,918	402,653	543,296
1893-94.....		136,868	3,775	367,390	478,691
1894-95.....		102,273	8,028	310,253	385,200
1895-96.....		67,082	7,865	369,708	432,513
1896-97.....		53,124	9,681	331,469	382,172
1897-98.....		38,395	12,305	351,069	369,949
1898-99.....		9,081	9,796	484,163	494,206
1899-1900.....		4,644	5,399	599,714	603,289
1900-01.....		3,495		506,454	506,590
1901-02.....	136			546,986	557,520
1902-03.....	1,131	5,763	3,640	725,727	742,519
1903-04.....	2,200	7,817	6,775	691,346	694,761
1904-05.....	2,260	637	513	596,290	602,377
1905-06.....	800	265	5,022	610,444	620,272
	7,542	1,625	661		

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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				1891-92	845,997	519,500	1,265,497
1877-78				1892-93	155,306	197,666	352,975
1878-79				1893-94	Nil.	8,026	8,026
1879-80				1894-95	Nil.	Nil.	Nil.
1880-81				1895-96	Nil.	Nil.	Nil.
1881-82				1896-97	Nil.	Nil.	Nil.
1882-83	31,011		31,011	1897-98	8,000	Nil.	8,000
1883-84	73,389		73,389	1898-99	30,000	Nil.	30,000
1884-85	300,901		300,901	1899-1900	13,239	Nil.	13,239
1885-86	389,122		389,122	1900-01	147	Nil.	147
1886-87	575,880		575,880	1901-02	Nil.	Nil.	Nil.
1887-88	69,021		69,021	1902-03	Nil.	Nil.	Nil.
1888-89	129,725		129,725	1903-04	147,438	Nil.	147,438
1889-90	502,012		502,012	1904-05	Nil.	Nil.	Nil.
1890-91	148,803	59,543	218,337	1905-06	*170,000		170,000

* Via Montréal.

TABLE showing the number of barrels of flour and meal 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	1891-92	954,015
1877-78	557,778	1892-93	856,913
1878-79	630,329	1893-94	944,967
1879-80	535,248	1894-95	938,351
1880-81	672,310	1895-96	822,097
1881-82	692,095	1896-97	847,701
1882-83	983,916	1897-98	987,498
1883-84	817,134	1898-99	1,157,250
1884-95	935,977	1899-1900	1,234,077
1885-86	761,127	1900-01	1,292,106
1886-87	763,894	1901-02	1,311,707
1887-88	871,838	1902-03	1,521,540
1888-89	948,514	1903-04	1,607,050
1889-90	1,116,050	1904-05	1,769,480
1890-91	1,013,129	1905-06	1,882,630

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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	1891-92.....	3,776,677
1877-78.....	331,170	1892-93.....	1,514,619
1878-79.....	302,921	1893-94.....	1,304,684
1879-80.....	534,021	1894-95.....	1,036,384
1880-81.....	565,678	1895-96.....	1,064,385
1881-82.....	560,253	1896-97.....	1,093,499
1882-83.....	1,195,601	1897-98.....	1,551,372
1883-84.....	654,673	1898-99.....	2,595,353
1884-85.....	734,902	1899-1900.....	2,720,453
1885-86.....	849,800	1900-1901.....	3,535,364
1886-87.....	1,018,395	1901-02.....	2,959,761
1887-88.....	1,219,035	1902-03.....	3,392,252
1888-89.....	1,256,158	1903-04.....	2,788,772
1899-90.....	2,610,202	1904-05.....	3,317,910
1890-91.....	2,890,921	1905-06.....	2,924,226

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	1891-92.....	175,474,340
1877-78.....	56,626,547	1892-93.....	181,211,013
1878-79.....	55,626,696	1893-94.....	200,507,949
1879-80.....	55,462,654	1894-95.....	202,247,269
1880-81.....	72,841,388	1895-96.....	226,332,715
1881-82.....	78,356,418	1896-97.....	243,355,725
1882-83.....	104,633,417	1897-98.....	354,093,816
1883-84.....	131,120,948	1898-99.....	306,554,031
1884-85.....	138,493,675	1899-1900.....	379,350,074
1885-86.....	117,186,512	1900-1901.....	396,858,964
1886-87.....	161,801,763	1901-02.....	428,051,029
1887-88.....	197,753,272	1902-03.....	459,231,589
1888-89.....	199,507,777	1903-04.....	465,379,803
1889-90.....	210,886,071	1904-05.....	518,434,310
1890-91.....	184,188,324	1905-06.....	572,878,600

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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	1891-92.....	87,889
1877-78.....	46,498	1892-93.....	93,369
1878-79.....	47,584	1893-94.....	79,203
1879-80.....	70,990	1894-95.....	72,106
1880-81.....	61,574	1895-96.....	64,051
1881-82.....	73,479	1896-97.....	72,082
1882-83.....	68,338	1897-98.....	89,301
1883-84.....	60,090	1898-99.....	109,821
1884-85.....	70,785	1899-1900.....	92,813
1885-86.....	74,498	1900-01.....	95,923
1886-87.....	82,896	1901-02.....	98,495
1887-88.....	98,302	1902-03.....	127,060
1888-89.....	85,960	1903-04.....	113,006
1889-90.....	80,771	1904-05.....	110,670
1890-91.....	95,529	1905-06.....	106,589

TABLE showing the number of tons of ocean-borne goods to and from Europe 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
1903-04.....	2,079	21,377	2,994	146,070	174,520
1904-05.....	284	15,325	3,687	85,853	105,149
1905-06.....	2,026	17,217	5,337	128,462	153,042

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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.				
	Via Ste. Rosalie.	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.....				10,137	10,137		8,327	6,456	7,840	22,623
1893-94.....				6,775	6,775		17,729	6,967	8,885	33,581
1894-95.....				10,342	10,342		13,351	15,819	4,695	33,865
1895-96.....				9,824	9,824		15,138	13,734	11,309	40,181
1896-97.....				4,925	4,925		5,694	8,069	6,957	20,720
1897-98.....							6,624	8,821	10,989	26,534
1898-99.....							8,138	2,193	15,833	26,164
1899-1900.....		96			96		9,795	257	19,655	29,907
1900-01.....		489			489	403	14,791	12	10,615	25,821
1901-02.....		90		11,553	11,643	3,101	6,831	861	18,839	29,632
1902-03.....		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04.....	357	875		7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05.....	602	509	78	1,495	15,684	1,446	7,107	224	22,937	31,764
1905-06.....		715	68	9,308	10,091	4,235	12,268	176	24,780	41,459

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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		1,689	2,047	3,376	7,103
1886-87.....		1,278	1,572	2,008	4,858		3,236	569	1,747	5,552
1887-88.....		1,533	1,477	1,031	4,041		2,617	476	1,099	4,193
1888-89.....		2,474	2,000	1,870	6,344		3,070	7,746	2,994	13,810
1889-90.....		2,235	1,787	2,111	6,223		2,449	847	3,288	6,584
1890-91.....		2,029	2,788	1,848	6,665		1,953	1,917	3,236	7,106
1891-92.....		1,367	1,746	547	3,660		1,946	923	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
1903-04.....	539	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1904-05.....	779	1,902	3,674	5,516	11,871	433	2,673	272	6,759	10,137
1905-06.....	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763

During the year 106.34 miles of 56, 58, 67, 80 and 110 lb. rails were taken up and replaced with 67 and 80 lb. rails; 609,244 ties and 207 sets of switches renewed.

Cost of road and equipment up to June 30, 1906—

On capital account—

Road, including \$1,464,000 paid on account purchas-	
ing Drummond County Railway.....	\$64,354,747 25
Rolling stock.....	16,883,981 38

Total.....\$81,238,728 63

The work of increased accommodation at the deep water terminus at Halifax is progressing, which facilitates the work of conducting the traffic.

Both the road and rolling stock have been efficiently maintained during the year.

Additions to the rolling stock continue to be made, as being a necessity for the efficient working of the traffic.

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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.

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.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27				
1881-82..	32	28,461 07	7,407 88	21,052 19	13,099 55	7,953 64				
1882-83..	32	31,199 77	8,085 88	24,113 89	23,103 93	1,009 96				
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07				
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39				
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62				
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33				714 75	
1887-88..	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22				
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61				
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64				
1890-91..	32	39,519 56	9,284 43	33,508 35	28,931 71	1,303 42				
1891-92..	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48				
1892-93..	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16				
1893-94..	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38				
1894-95..	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57				
1895-96..	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37				
1896-97..	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19				
1897-98..	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01				
1898-99..	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94				
1899-1900	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				
1903-04..	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96				
1904-05..	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51				
1905-06..	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53				

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PRINCE EDWARD ISLAND.

CAPITAL ACCOUNT.

The cost of road and rolling stock up to June 30, 1906 :—

Road, &c.	\$ 6,631,664 57
Rolling stock.	583,924 12
Total.	<u>\$ 7,215,588 69</u>

The rolling stock provided on capital account consisted of :—

Engines.	Passenger Car Stock.			Official cars.	Box, Cattle and Refrigerator cars.	Platform cars and Coal cars.	Conductors' vans.	Pay car.	Snow ploughs.	Flangers.
	1st class cars.	2nd class cars.	Baggage, smoking and postal.							
27	23	19	14	1	233 21 3	147 22	4	1	9	9
					257	169				

The capital expenditure during the year amounted to \$496,124.89, of which was expended on the construction of the Murray Harbour branch railway and on the Hillsboro' bridge, \$194,029.16.

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, 1905. \$ 1,287,238 60
Expenditure from June 30, 1905, to June 30, 1906. 75,733 99

Total expenditure up to June 30, 1906. \$ 1,362,972 59

2. Murray Harbour branch, of which Mr. Willard Kitchen is the contractor. Total expenditure up to June 30, 1905. \$ 1,135,802 83
Expended from June 30, 1905, to June 30, 1906. 118,295 17

Total expenditure up to June 30, 1906. \$ 1,254,098 00

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

Year.	Miles in operation.	Working expenses.		Gross earnings.		Loss.		Tons of freight carried.	No. of passengers carried.
		\$	cts.	\$	cts.	\$	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	85	160,971	78	105,514	07	51,604	133,099
1890-91	211	257,990	08	174,258	05	83,732	03	59,511	145,508
1891-92	211	289,706	38	157,442	69	132,263	69	51,065	139,389
1892-93	211	226,422	17	162,690	42	63,731	75	56,718	132,111
1893-94	211	226,891	06	158,533	83	68,257	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	87,046	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	57,938	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	205,265
1903-04	209	335,695	44	234,390	03	101,305	41	86,286	224,517
1904-05	209	370,464	44	217,330	61	153,133	83	75,969	235,194
1905-06	261	294,253	16	257,270	57	36,982	59	87,162	256,092

Miles.

Steel rails (50 and 56 lb. to yard) 257.3

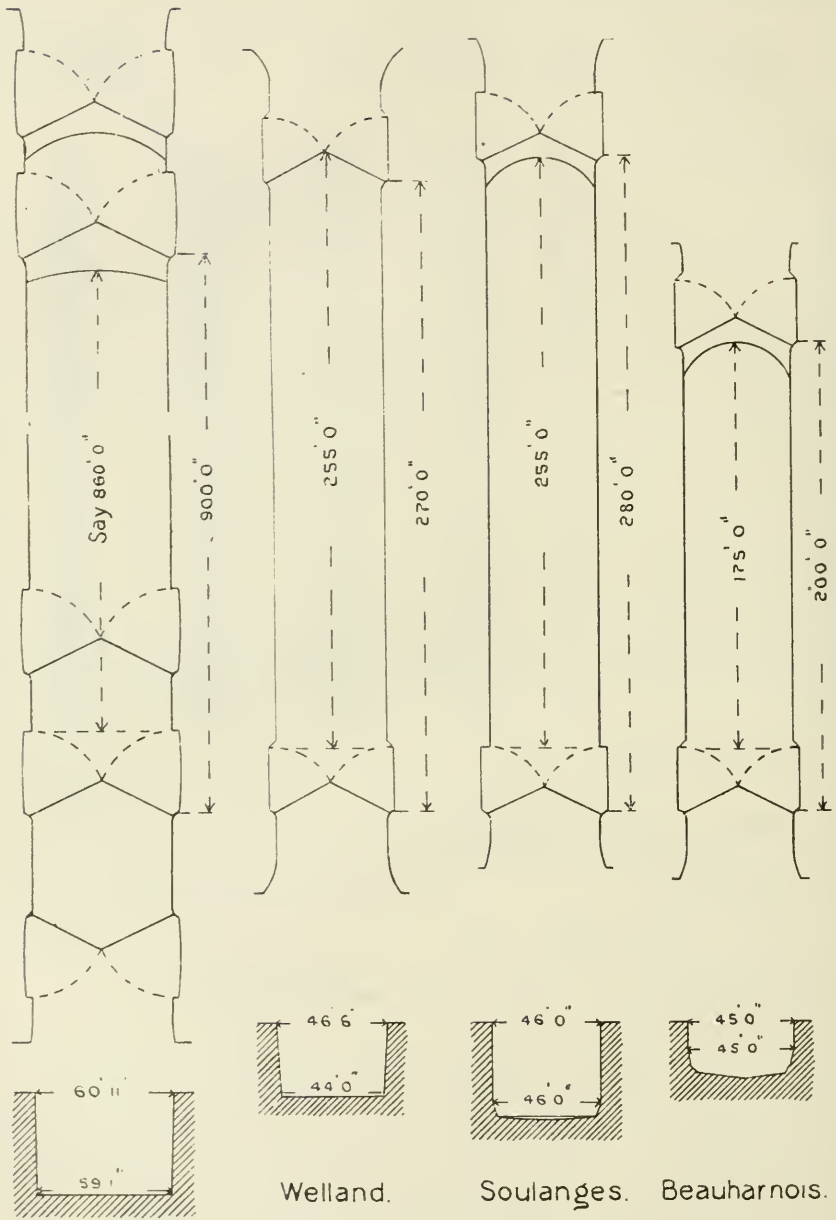
Iron rails (40 lb. to yard) 4

Total length of road 261.3

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 Canal which is uncompleted.

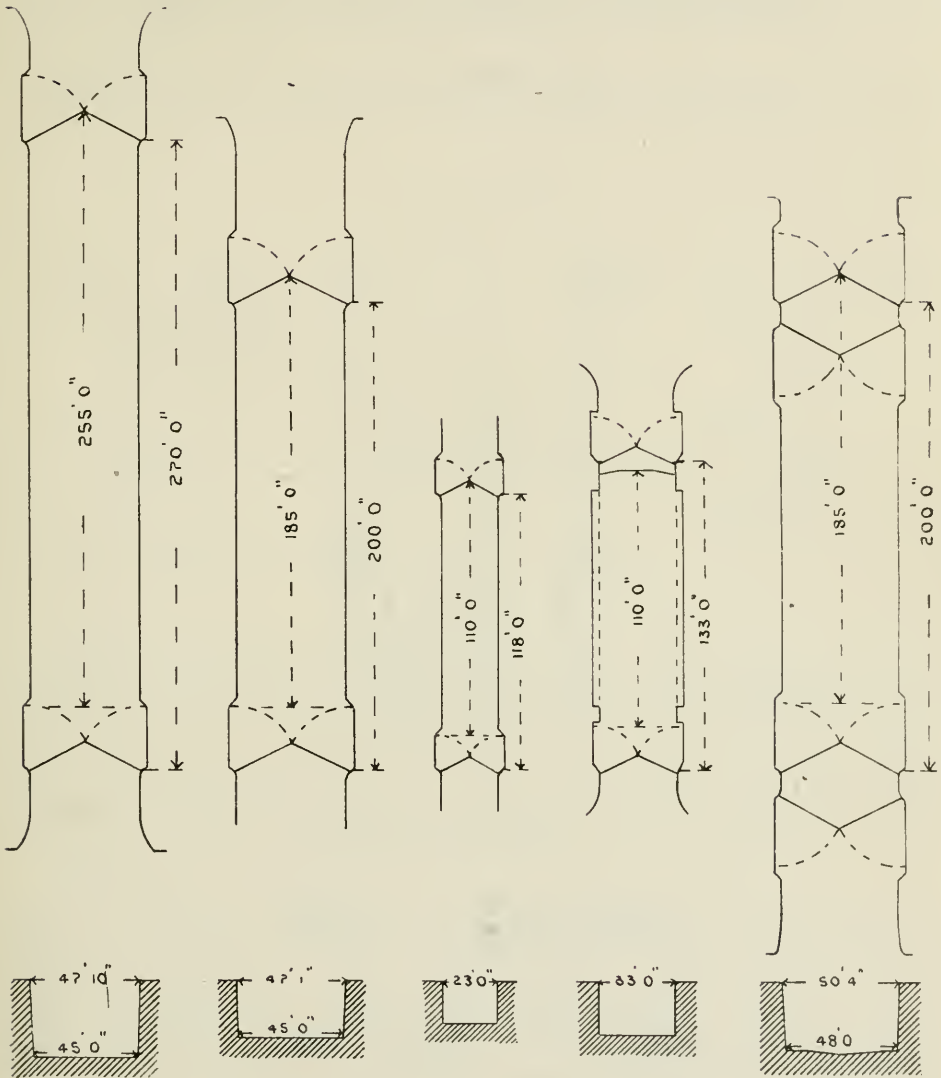


Sault Ste. Marie.

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

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dimensions of the smallest lock
Systems Except the Trent



Lachine.

St Anne,
St Ours,
Carillon,
& Grenville.

Chambly.

Rideau.

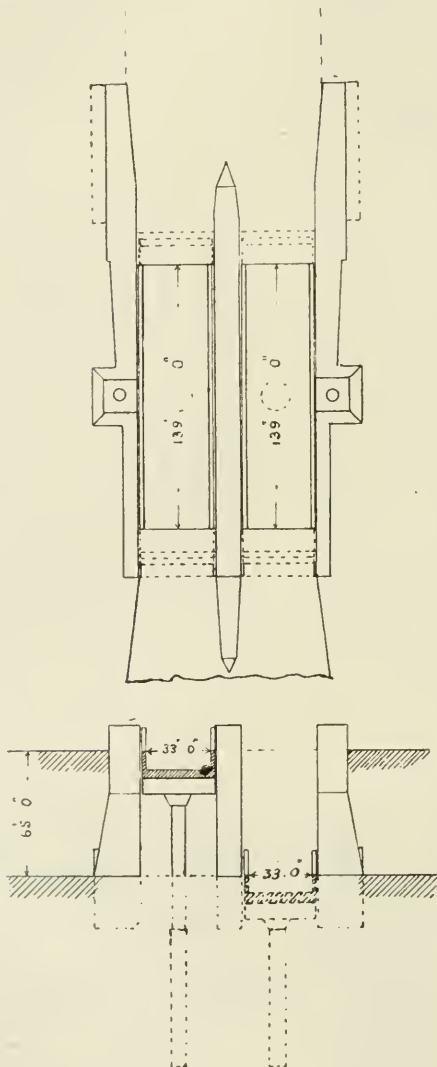
St Peter's

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

TRENT CANAL

Hydraulic Lift-Lock at Peterborough

65 Feet Lift.



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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 of the Beauharnois, Carillon and Grenville, St. Anne, Chambly, St. Ours, Rideau, Trent and St. Peter's are also shown.

CONSTRUCTION.

SOULANGES CANAL.

This canal extends from Coteau Landing to Cascades, a distance of 14 miles. The works of construction of this canal are completed.

Total expenditure up to June 30, 1905.	\$6,886,174 48
Expended during the year ended June 30, 1906.	5,000 22

Total expended up to June 30, 1906.	\$6,891,174 70
Expended from June 30, 1906, to October 1, 1906.	549 47

Total expended up to October 1, 1906.	\$6,891,724 17
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There yet remains some further payments to be made.

SAULT STE. MARIE CANAL.

This canal is cut through St. Mary's island; it is $1\frac{1}{2}$ miles in length. The depth of water on the mitre sill at low water is 20 feet 4 inches, 22 feet in the prism, 21 feet 5 inches in the lower entrance, with a minimum width of 315 feet. In the upper entrance there is only a depth of 18 feet of water at low water, but the work of deepening to 21 feet 5 inches is in progress. A contract was entered into with Mr. Boone to continue the work of deepening and widening, which, when completed, will give safe passage for vessels approaching and departing from the canal.

It having been found necessary to lengthen the entrance piers at each end of the canal, a contract has been entered into with Mr. Birmingham to extend south lower entrance pier 800 feet. The work is completed. For the extension of 800 feet to the south upper entrance pier, a contract has been entered into with O'Boyle Bros., which is nearing completion. When this work is brought to a finish the construction of the canal may be considered complete, unless, with a view to appearance of neatness and beauty, it is considered desirable to level up the grounds, lay them out in parterres, and plant them with trees and shrubs.

Total expenditure up to June 30, 1905.	\$4,423,675 99
Expended from June 30, 1905, to June 30, 1906.	120,000 00

Total expended up to June 30, 1906.	\$4,543,675 99
Expenditure from June 30, 1906, to October 1, 1906.	46,294 56

Total expenditure up to October 1, 1906.	\$4,589,970 55
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TRENT CANAL.

This canal is designed to extend from the waters of Lake Ontario 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.

Sections 1 and 2, on the Peterborough-Lakefield division, 9.61 miles, which were constructed by Messrs. Brown, Love & Aylmer and Messrs. Corry & Laverdure respectively, were opened for traffic on July 9, 1904, on which date the hydraulic lift lock at Peterborough was formally put in operation. The lift lock has a lift of 65 feet. It was fully described in the report of 1904.

The only work of construction at present being carried on is in connection with the completion of section No. 3, and the extra work on section 2, Simcoe-Balsam lake division, ordered, namely, the construction of a road and bridge along the fourth concession of Eldon and the construction of the steel work of the hydraulic lift lock at Kirkfield.

The contract for the steel for this hydraulic lift lock was awarded to the Dominion Bridge Company of Montreal, on February 15, 1905, and the work under this contract is proceeding. Eighty per cent is erected. The structural work is well under way.

Balsam-Simcoe Lake Division.

For section No. 1 Mr. Andrew Onderdonk was the contractor. He completed his contract some time ago, but as it is only a section of this division, it is only occasionally used, and has not been formally opened for public traffic. It is about six miles in length.

Section No. 2 is completed with the exception of the extra work in connection with the raising of a road along the fourth concession of the township of Eldon, which will be finished this fall. The concrete of the high level bridge is completed and the work of raising the road is well advanced and will be completed this season.

Section No. 3.—The contract for this section was awarded to Messrs. Brown & Aylmer on September 6, 1900. The work consists of constructing five concrete locks, three dams, three swing bridges, the necessary excavation, culverts, &c. All the concrete work with the exception of the closures in Nos. 1, 2, and 3 dams and a few other small items is completed. There is yet some excavation, both dry and dredging, to be done, also a considerable length of protection lining to lay, but the end of this season all the work should be completed.

To complete this canal, which is designed to extend from the Georgian bay to the waters of Lake Ontario, there remains to be placed under contract the section from Lake Simcoe to Georgian bay and the work between Heeley's falls and Lake Ontario waters.

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The following is a statement of the expenditure made on the construction of this canal from its commencement up to October 1, 1906:—

Expended prior to June 30, 1867..	\$ 309,371 31
Expended subsequent to June 30, 1867, and June 30, 1894 (date of works contracted for)..	782,584 88
Expended from June 30, 1894, to June 30, 1904.. . .	3,512,435 81
Total expenditure up to June 30, 1905..	4,957,653 75
Expended from June 30, 1905, to June 30, 1906.. . .	319,789 49
	<hr/>
Total expenditure up to June 30, 1906..	\$5,277,443 24
Expended from July 1, to October 1, 1906..	41,411 72
	<hr/>
Total expenditure to October 1, 1906..	\$5,318,854 96
	<hr/>

ENLARGEMENT.

LACHINE CANAL.

This canal extends from Montreal to Lachine, a distance of $8\frac{1}{2}$ miles. There are 5 lift locks, 270 x 45 feet, with 14 feet of water on the mitre sills, giving a total rise of 45 feet. There was a large amount of work performed in the way of repairs and renewals during the year. There were new plans prepared during the year, providing for the rebuilding of part of the slope walls in concrete. Messrs. Quinlan & Robertson secured the contract and the work was pushed vigorously as soon as the canal was unwatered. The work of dredging the basin, &c., was continued during the year. The total quantity of material excavated was about 12,000 cubic yards. Work on the installation of the electric machinery for the operation of lock gates, &c., was continued during the year.

The total expenditure for original construction from 1843 to 1848..	\$2,587,532 85
Expenditure in 1869..	2,000 00
	<hr/>
Total expenditure up to June 30, 1869..	\$2,589,532 85
Total expenditure for enlargement up to June 30, 1905..	\$8,885,578 80
Expended in year ended June 30, 1906	103,798 28
	<hr/>
Total expenditure to June 30, 1906	\$8,989,377 08
Expended from June 30, 1906, to Oc- tober 1, 1906..	2,703 47
	<hr/>
Total expenditure for enlargement to October 1, 1906	\$8,992,080 55
	<hr/>
Total expenditure for construction and enlargement to October 1, 1906..	\$11,581,613 40

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CORNWALL CANAL.

This canal extends from Cornwall to Dickenson's Landing, a distance of 11 miles. No special work done during the year.

FARRAN'S POINT CANAL.

This canal commences at Farran's Point and extends a mile westward. The work of enlargement on this canal is completed.

The total expenditure for construction and enlargement up to June 30, 1905, is	\$877,090 57
Expended during yeard ended June 30, 1906.	Nil
<hr/>	
Total expenditure up to October 1, 1906.	\$877,090 57

RAPIDE PLAT CANAL.

This canal extends from Morrisburg westward for a distance of 3 $\frac{3}{4}$ miles.

A power plant is being constructed at the lock in the village of Morrisburg for manufacturing and lighting purposes.

The work of enlargement was completed on January 14, 1905.

Total expenditure up to June 30, 1905.	\$2,157,487 09
Expended during the year ended June 30, 1906.	Nil
<hr/>	
Total expenditure up to June 30, 1906.	\$2,157,487 09
Expended from June 30, 1905, to October 1, 1906.	Nil
<hr/>	
Total expenditure up to October 1, 1906.	\$2,157,487 09

GALOPS CANAL.

The works of enlargement of both the Iroquois section and the Cardinal section of this canal are completed, and the engineers are preparing the final estimates, the details of which, in order to meet the requirements of the Auditor General's office, are very voluminous.

The work on the upper entrance section, for which Messrs. Murray & Cleveland are the contractors, is drawing to a close, and will, it is confidently expected, be completed during the current year. A wharf was built at Cardinal.

Total expenditure on enlargement up to June 30, 1905.	\$5,819,923 75
Expended from June 30, 1905, to June 30, 1906.	140,920 65
<hr/>	
Total expenditure up to June 30, 1906.	\$5,960,844 40
Expended from June 30, 1906, to October 1, 1906.	7,427 40
<hr/>	
Total expenditure up to October 1, 1906.	\$5,968,271 80

WELLAND CANAL.

The trunk line extends from Port Dalhousie on Lake Ontario to Port Collerne on Lake Erie, a distance of 26 $\frac{3}{4}$ miles.

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IMPROVEMENTS AT PORT COLBORNE.

Messrs. Hogan & McDonell are the contractors for this work. The condition of the works may be described as follows:—

The contractors have made some progress with the excavation in the new harbour. Mr. M. J. Hogan, under his contract for 'New Docking along West Pier,' has made very good progress; nearly all of the cribs being in place and a large portion of the concrete superstructure.

The foundations for the proposed elevator on Dock No. 2, under contract to Messrs. Larkin & Sangster, has been completed, and the filling around the piers has been put in place by Messrs. Hogan & McDonell.

Total expenditure up to June 30, 1905.	\$ 959,939 72
Expended from June 30, 1904, to June 30, 1906.	250,019 38
<hr/>	
Total expenditure up to June 30, 1906.	\$1,207,959 10
Expended from June 30, 1905, to June 30, 1906.	250,019 38
<hr/>	
Total expended up to October 1, 1906.	\$1,330,405 41
<hr/> <hr/>	

REMOVAL OF OBSTRUCTIONS AND IMPROVEMENTS.

The obstructions referred to are the pivot piers of the bridges in the centre of the canal. It is proposed each year, to tear down two or three of the old bridges and build new structures spanning the entire channel, until all the bridges have been rebuilt.

Six of these bridges have been replaced with modern structures, giving a clear channel 100 feet in width.

Other improvements of various kinds have been carried out.

Total expenditure up to June 30, 1905.	\$ 587,496 83
Expended from June 30, 1905, to June 30, 1906.	68,967 38
<hr/>	
Total expenditure up to June 30, 1906.	\$ 656,464 21
Expended from June 30, 1906, to October 1, 1906.	Nil.
<hr/>	
Total expenditure up to October 1, 1906.	\$ 656,464 21
<hr/> <hr/>	

DEEPENING PORTIONS OF LONG LEVEL.

This work is being executed by Magann & Phinn.

This deepening will give 17 feet at normal level and 15 feet at extreme low water; the work is nearing completion.

Total expenditure up to June 30, 1905.	\$ 387,288 76
Expended from June 30, 1905, to June 30, 1906.	105,000 00
<hr/>	
Total expenditure up to June 30, 1906.	\$ 492,288 76
Expended from June 30, 1906, to October 1, 1906.	40,674 35
<hr/>	
Total expenditure up to October 1, 1906.	\$ 532,963 11

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	Construction.	Enlargement.
Total expenditure up to June 30, 1905.	\$7,693,824 03	\$18,386,542 10
Expended from June 30, 1905 to June 30, 1906.	...	715,198 24
<hr/>		
Total expenditure up to June 30, 1906.	...	\$19,101,740 34
Expended from June 30, 1906, to October 1, 1906.	...	174,587 20
<hr/>		
Total expenditure up to October 1, 1906.	...	\$19,276,327 54
<hr/> <hr/>		

ST. LAWRENCE RIVER AND LAKE IMPROVEMENTS.

GALOPS RAPIDS CHANNEL.

This work is being executed by the contractors, the Gilbert Blasting and Dredging Company.

Total expenditure up to June 30, 1905.	\$ 959,626 55
Expended from June 30, 1905, to June 30, 1906.	26,506 26
<hr/>	
Total expenditure up to June 30, 1906.	\$ 986,132 81
Expended from June 30, 1906, to October 1, 1906.	4,575 03
<hr/>	
Total expenditure up to October 1, 1906.	\$ 990,707 84
<hr/> <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 also comprises the building of a dam from Adam's island to Galops (Ogden) island. These works are being executed by the contractor, Mr. M. A. Cleveland, and it is expected that they will all be completed this season, 1906.

Total expenditure up to June 30, 1905.	\$1,456,561 74
Expended from June 30, 1905, to June 30, 1906.	83,028 98
<hr/>	
Total expenditure up to June 30, 1906.	\$1,539,590 72
Expended from June 30, 1906, to October 1, 1906.	21,140 00
<hr/>	
Total expenditure up to October 1, 1906.	\$1,560,730 72
<hr/> <hr/>	

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ST. LAWRENCE RIVER AND CANALS.

REDUCING SHOALS WEST OF CORNWALL CANAL.

The contemplated improvement of the river channel west of the upper entrance of the Cornwall canal has been completed by the removal of the following five shoals :—

- Wagner's Island shoal.
- Dawson's Point.
- Archibald's Point.
- Markell's Point.
- Maxwell's shoal.

The removal of these shoals to a depth of 17½ feet of water, has materially improved the channel. It has changed the direction of the current, which, instead of flowing in the direction of the Long Sault as heretofore, has taken a direct course towards the entrance of the canal, a deviation which greatly advantages the navigation of the channel.

Total expenditure on river reaches to June 30, 1905.	\$ 483,830 20
Expenditure June 30, 1905, to June 30, 1906.	7,435 85

Total expenditure to June 30, 1906.	\$ 491,266 05
Expended from June 30, 1906, to October 1, 1906.	1,136 41

Total expenditure to October 1, 1906.	\$ 492,402 45

SUMMARY.

To summarize, I may state the cost of construction and enlargements of the canals and improvements to the river and lakes up to June 30, 1906, to be as follows, viz. :—

Route from Montreal to Port Arthur.

	Original Construction of Canals.	Enlargement of Canals.	Improvement to St. Lawrence River and Lakes.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lachine Canal.	2,589,532 85	8,989,377 08		11,578,909 93
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal.	6,891,174 70			6,891,174 70
Lake St. Francis			75,906 71	75,906 71
Cornwall Canal.	1,945,624 73	5,266,006 09		7,211,630 82
Williamsburg Canal.	1,320,655 54	10,676 26		
Farran's Point Canal.		877,090 57		
Rapide Plat Canal		2,157,487 09		10,326,753 86
Galops Canal.		5,960,844 40		
Galops Rapids			986,132 81	986,132 81
River Reaches			718,674 78	718,674 78
North Channel			1,539,590 27	1,539,590 27
Murray Canal.	1,248,820 26			1,248,820 26
Welland Canal.	7,693,824 03	19,101,740 34		26,795,564 37
Sault Ste. Marie Canal.	4,543,675 99			4,543,675 99
Total	26,233,308 10	42,363,221 83	3,618,481 16	72,215,011 09

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If to the above total there is added the cost of the Beauharnois canal—\$1,636,690.26, now not required for navigation—the total expenditure is \$73,851,701.35.

Route from Lachine to Ottawa.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. 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 the Imperial Government is 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.	Total.
	\$ cts.	\$ cts.	\$ cts.
Rideau Canal.....	4,085,889 21	.....	4,085,889 21
Tay Canal.....	489,599 23	.....	489,599 23
Total.....	4,575,488 44	.....	8,575,488 44

Route from St. John, P.Q., to Sorel.

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

Route from Lake Ontario to Georgian Bay.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Trent Canal.....	5,277,443 24	5,277,443 24
Total.....	5,277,443 24	5,277,443 24

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Route from Atlantic Ocean to Bras d'Or Lakes.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Peter's Canal—Cape Breton.....	248,762 84	399,784 30	648,547 14
Total	248,762 84	399,784 30	648,547 14

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

MAINTENANCE AND OPERATION.

LACHINE CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1905.

Maintenance.

A very large amount of work was performed towards maintaining the canal in good order during the year.

The cost of repairs made during the year ended June 30, 1906, is as follows:—

Ordinary repairs under head of staff and repairs. . . . \$60,064 84

Special repairs under head of income—

Rebuilding wharf below lock 1.	\$10,000 00
Rebuilding wall, basin No. 2.	34,369 55
Building spare gates, lock 5.	4,078 71
Rebuilding portions of Lachine wharf.	21,496 90
Paving bridge approaches.	14,600 00
Gate lifter.	5,188 43
Walls St. Gabriel basin, No. 1.	12,538 37
To repair a leak from basin No. 1 to lock No. 1.	24,757 24
Raise roof of flour shed Nos. 4 and 5.	6,489 57

\$133,518 77

Total. \$193,582 61

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SOULANGES CANAL.

Operation.

The operation of this canal was conducted without interruption during the season of 1905. The cost of repairs made during the year ended June 30, 1906, is as follows:—

Ordinary repairs under head of staff and repairs...	\$17,096 33
Special repairs under head of income—	
General repairs, including gasoline boat..	\$14,834 64
Repairs to slope, St. Amour's Gully.. . .	1,199 15
	\$16,033 79
Total.	\$33,130 12

CORNWALL CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1905.

The canal is well lighted by electricity, and the lock gates, valves, weirs and bridges have continued to be operated most successfully by electrical power.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs . . .	\$31,893 13
Special repairs under head of income—	
Cornwall—	
To rebuild wooden piers with concrete.	\$2,324 33
To fill in space between old and new locks at foot of canal	9,223 00
To put in rip-rap facing of stone around 'The Point' between the locks.	8,516 46
	20,063 79
Total	\$51,956 92

WILLIAMSBURG CANALS.

Operation.

No interruption occurred in the traffic through these canals during the season of 1905.

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Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs...\$16,148 66

Galops—

To stop leak in bank... \$18,783 00

Williamsburg—

Steam hoist and steam pump... 1,200 00

————— 19,983 00

Total... \$36,131 66

WELLAND CANAL.

Operation.

The removal of the pivot piers from the centre of the canal, which is being done by degrees, is a great benefit to navigation, and is much appreciated by the transportation companies using the canal.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staffs and repairs...\$78,704 93

Special repairs under head of income—

Welland—

Stone protection to banks of new canal . . . \$10,146 98

To change valves and hanging gear of New

Welland canal lock gates... 14,995 03

To build retaining wall in rock cut... 2,550 15

————— 27,692 16

Total... \$106,397 09

SAULT STE. MARIE CANAL.

Operation.

No interruption to navigation occurred in this canal during the season.

During the season of 1905, there were 4,100 lockages, passing 5,185 registered craft and 475 unregistered vessels and scows, with a total tonnage of 5,059,251 tons; of this total tonnage 1,870,486 tons was of Canadian vessels, being an increase in this class of tonnage of 117,340 tons.

Maintenance. *

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs... \$20,086 15

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CHAMBLY CANAL.

The operation of this canal was conducted without interruption during the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under head of staff and repairs.....	\$25,173 48
Special repairs under head of income—	
Renewing bridge No. 3	\$3,598 97
To strengthen banks	5,998 99
To macadamiz road west side of canal	6,594 69
To macadamize tow path	10,000 07
	26,192 65
Total	\$51,366 13

ST. OURS LOCK AND DAM.

Operation.

There was no interruption to navigation on this canal during the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, was as follows:—

Ordinary repairs under the head of staff and repairs	\$3,872 75
Special repairs under head of income—	
New boom piers and booms	\$7,307 39
	\$7,307 39
Total	\$11,180 14

STE. ANNE'S LOCK.

Operation.

There was no interruption to navigation on this lock during the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs	\$2,294 86
	\$2,294 86

CARILLON AND GRENVILLE CANALS.

Operation.

There was no interruption to navigation on these canals during the season of 1905.

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Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$10,924 72
Special repairs under head of income—	
Repairs to guide piers, Greece's Point..	\$ 4,659 74
Building new lighthouse..	185 01
Rebuilding Grenville wharf..	19,034 58
	<hr/>
Total..	\$34,804 05
	<hr/> <hr/>

BEAUHARNOIS CANAL.

Operation.

This canal is only being used by a few market boats and barges. The staff has been reduced to one man at each lock and isolated bridge, and three men in charge of ferries.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under head of staff and repairs.. . .	\$18,640 71
Special repairs under head of income—	
Completing St. Barbe dyke..	599 85
Rebuilding weir at Valleyfield..	1,931 39
	<hr/>
	\$21,171 95
	<hr/> <hr/>

MURRAY CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$2,840 91
Special repairs under head of income—	
To rebuild piers with concrete, east end..	293 75
	<hr/>
Total..	\$3,134 66
	<hr/> <hr/>

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RIDEAU CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$54,495 63
Special repairs under head of income—	
To rebuild retaining walls at foot of locks, Ottawa ..	4,997 90
To provide ferry scow.	275 00
	<hr/>
Total.	\$59,768 53
	<hr/> <hr/>

TRENT CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, is as follows:—

Ordinary repairs under the head of staff and repairs.	\$ 33,398 85
Special repairs under the head of income:—	
TRENT—	
Improvements.	\$ 14,522 31
Repairs to guard gates.	1,730 80
Repairs and renewals to Trent and Bensfort bridges.	4,585 33
One dredging engine, boiler and steel boom, and completion dredge.	4,500 00
To complete dump scows.	691 92
Contribution towards construction of a road across McLaren's creek.	Nil.
	<hr/>
	25,030 36
	<hr/>
	\$58,429 21

ST. PETER'S CANAL.

Operation.

There was no interruption to navigation on this canal for the season of 1905.

Maintenance.

The cost of repairs during the year ended June 30, 1906, as follows:—

Ordinary repairs under the head of staff and repairs	\$ 253 65
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CULBUTE CANAL.

This canal has been abandoned for navigation purposes.

Summary.

Cost of maintenance and operation of the canal system for the year ended June 30, 1906.	\$1,250,612 89
Net revenue of canals after deducting refunds.	78,009 21
Excess of cost of maintenance and operation over revenue.	\$1,172,603 68

TABLE showing the dates of opening and closing of the canals for the season of 1905-06.

Name of Canal.	Navigation opened 1906.	Navigation closed 1905.
Lachine	April 29	December 2
Soulanges	" 23	" 7
Cornwall	" 17	December 7
Farran's Point	" 17	" 7
Rapide Plat	" 17	" 7
Galops	" 17	" 7
Murray	" 14	" 6
Welland	" 16	" 16
Sault Ste. Marie	" 14	" 20
Grenville	" 30	November 30
Carillon	" 30	" 30
Ste. Anne's	" 19	" 30
Chambly	May 1	" 30
St. Ours	April 18	" 29
Rideau	" 28	" 29
{ At Ottawa	" 30	" 29
{ At Kingston	" 30	" 29
Trent	" 10	December 26
Beauharnois	May 1	November 30
St. Peter's	April 23	January 9

CANAL STATISTICS.

These statistics are for the season of 1905, 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 number of trips of vessels passing through each canal for the season ended December, 1905.

Name of Canal.	Tons of Freight passed through	No. Tolls charged.	No. of Trips of Vessels passing through.
Welland	1,092,050	157,478 61	1,595
St. Lawrence	1,752,855	128,610 73	9,996
Chambly	447,069	28,391 88	3,343
Ottawa	390,771	28,949 43	2,152
Rideau	59,864	5,589 43	4,715
S. Peter's	81,077	2,911 96	1,595
Trent	29,421	1,309 13	2,046
Murray	45,231	1,205 89	707
Sault Ste. Marie	5,473,406	No tolls.	5,662

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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.

RAILWAY SUBSIDIES.

The subsidies voted for railways, as stated in previous annual reports, are in such a form that it is not possible to show the amount of cash subsidy granted, as the amount of subsidy will, in many cases, be based upon the cost of each road. For this reason it is not possible to give the amount of each subsidy available; but, the amount paid will be shown in the statements in Paris 1 and 2, also the number of miles of railway for which subsidy is granted per mile, which was available, and the number of miles of railway built up to July 1, 1906, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to July 1, 1906, with the number of miles built.

CANAL STATISTICS.

These statistics are for the season of 1905. They have been prepared by Mr. R. Devlin, the officer in charge of the canal statistics.

COMPARATIVE Statement, for seasons of 1905 and 1904, showing the amounts that would have been collected had not the canals been made free.

Name of Canal.	Season of 1905.	Season of 1904.
	\$ cts.	\$ cts.
Welland Canal	157,478 61	117,562 01
St. Lawrence Canals.	128,610 73	111,726 25
Chambly Canal.....	28,391 88	27,451 87
Ottawa Canal	28,949 43	22,244 72
Rideau Canal	5,589 43	4,804 98
St. Peter's Canal.....	2,911 96	2,745 75
Trent Canal	1,309 13	1,333 15
Murray Canal.....	1,205 89	1,097 82
Sault Ste. Marie Canal	No tolls.	No tolls.
Total	354,447 06	288,966 55

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COMPARATIVE Statement of Tons of freight which passed through the canals in seasons of 1904 and 1905.

Name of Canal.	Season of 1905.	Season of 1904.	Number of trips of vessels passing through	
			Season of 1904.	Season of 1905.
Welland Canal.....	1,092,050	811,371	1,433	1,595
St. Lawrence Canals.....	1,752,855	1,427,316	8,678	9,996
Chambly Canal.....	447,069	448,187	3,475	3,343
Ottawa Canal.....	390,771	335,993	1,805	2,152
Rideau Canal.....	59,864	55,120	4,042	4,715
St. Peter's Canal.....	81,077	73,416	1,654	1,595
Trent Canal.....	29,421	45,689	2,287	2,046
Murray Canal.....	45,231	28,439	768	707
Sault Ste. Marie Canal.....	5,473,406	5,030,705	3,962	5,662
Total.....	9,371,744	8,256,236	28,104	31,811

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SUMMARY of Tables of Steam Railways for the years ended June 30, 1905, and June 30, 1906.

	June 30, 1905, Steam Railways only.	June 30, 1906, Steam Railways only.
Miles of railway completed (track laid)	20,601	21,518
" sidings	3,632	4,085
" iron rails in main line	68	74
" steel rails	20,533	21,444
" (double track)	838	878
Capital paid (including the 4 following items).....	1,248,666,414	1,332,498,705
Government (Dominion and Provincial) bonuses paid.....	208,208,070	216,853,117
" " " loans paid	20,613,489	20,613,489
" (Provincial only) subscriptions to shares paid	300,000	300,000
Municipal aid paid	17,198,211	17,125,164
Miles in operation	20,487	21,353
Gross earnings	106,467,199	125,322,865
Working expenses	79,977,574	87,129,434
Net earnings	26,489,625	38,193,431
Passengers carried	25,288,723	27,989,782
Freight carried (tons)	50,893,957	57,966,713
Train mileage	65,934,114	72,723,482
Passengers killed	35	16
Number of elevators	281	320
" highway crossings at rail-level, with watchman	222	203
" " " without watchman	13,746	12,962
" overhead bridges, highway crossings over railway	472	431
" highway crossings under railway	329	336
" farm " " "	251	394
" level crossings of other railways	295	315
" junction with other railways	390	374
" branch lines	234	265
" engines owned	2,808	2,911
" hired	98	20
" sleeping cars owned	169	216
" hired	25	19
" parlor cars owned	41	92
" hired	4	4
" dining cars owned	58	75
" hired	5	5
" official cars owned	64	61
" first class cars owned	1,195	1,243
" hired	90	46
" second class and immigrant cars owned	680	715
" " " hired	3	1
" baggage, mail and express cars owned	784	838
" " " hired	12	4
" refrigerator cars owned	1,455	1,487
" hired	56	168
" cattle and box freight cars owned	55,060	61,081
" " " hired	2,169	848
" platform cars owned	18,348	18,496
" hired	321	29
" coal cars owned	8,552	8,287
" hired	235	8
" conductors' vans owned	1,363	1,416
" hired	15	6
" tool cars owned	802	1,325
" hired	4	
" snow ploughs owned	319	340
" hired		1
" flangers owned	202	199
" hired		6
" other rolling stock	*2,126	2,868
Included in the above there are the following:—		
Number of cars with air brakes owned	75,429	85,616
" " " hired	2,749	826
" " with automatic couplers owned	82,122	91,015
" " " " hired	3,259	167

* Includes steam cranes, steam shovels, derricks, boarding cars, pile drivers, &c.

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SUMMARY of Tables of Electric Railways for the years ended June 30, 1905, and
June 30, 1906.

	Comparative Statement.	
	June 30, 1905.	June 30, 1906.
Miles of railway completed (track laid).....	793	814
" sidings.....	35	45
" iron rails in main line.....	25	3
" steel " ".....	768	811
" " " double track.....	186	195
Capital paid (including the 3 following items).....	61,033,321	63,857,970
Government (Dominion and Provincial) bonuses paid.....	60,800	60,800
Municipal aid paid.....	173,000	173,000
Miles in operation.....	793	814
Gross earnings.....	9,357,125	10,966,872
Working expenses.....	5,918,194	6,675,038
Net earnings.....	3,438,931	4,291,834
Passengers carried.....	203,467,317	237,655,074
Freight carried (tons).....	510,350	506,024
Car mileage.....	45,959,101	50,618,836
Passengers killed.....	30	12
Number of highway crossings at rail-level with watchman.....	10	14
" " " without watchman.....	273	288
" overhead bridges highway crossings over railway.....	26	28
" highway crossings under railway.....	9	9
" farm crossings under railway.....	2	2
" level crossings of other railways.....	117	124
" junctions with.....	46	46
" " branch lines.....	11	13
" power-houses (steam power) owned.....	38	41
" " " hired.....		
" (water-power) owned.....	10	12
" " " hired.....	3	3
" passenger cars (motor) owned.....	2,278	2,389
" " " hired.....		
" (trailers) owned.....	260	266
" official cars owned.....	3	3
" locomotives owned.....	12	11
" baggage, mail and express cars owned.....	13	15
" cattle and box freight cars owned.....	14	20
" platform cars owned.....	66	80
" tool cars owned.....	15	13
" snow ploughs owned.....	39	43
" snow sweepers owned.....	77	89
" other rolling stock owned.....	21	*21

* Includes 2 Conductor's vans, 3 coal and dump cars and 16 refrigerator cars.

RAILWAYS

DISTANCES OF THROUGH RAILWAY ROUTES

FROM THE

ATLANTIC TO THE PACIFIC.

LENGTHS OF THE GOVERNMENT RAILWAYS.

CANALS

LENGTHS AND LOCATIONS OF THE DOMINION CANALS AND THE
INTERMEDIATE WATERS

WITH THE

DIMENSIONS OF LOCKS.

MAPS

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RAILWAYS.

The following shows the several routes of railway giving through communication between the Atlantic and Pacific coasts:—

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.	755
3. Intercolonial Railway to St. John.	275
Canadian Pacific Railway, from St. John to Vanceboro'.	90
Main Central Railway, from Vanceboro' to Danville Junction.	224
Grand Trunk Railway, from Danville Junction to Montreal.	270
Total.	859
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.	804

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.	529

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MONTREAL, OR QUEBEC, TO THE PACIFIC OCEAN.

Montreal to Vancouver.

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

Quebec to Vancouver.

	Miles.
1. Canadian Pacific Railway to Vancouver	3,052
	<hr/> <hr/>
2. Intercolonial Railway to Montreal	162
Canadian Pacific Railway from Montreal to Vancouver . .	2,906
	<hr/>
Total	3,068
	<hr/> <hr/>
3. Grand Trunk Railway to Montreal	172
Canadian Pacific Railway from Montreal to Vancouver . .	2,906
	<hr/>
Total	3,078
	<hr/> <hr/>
4. Grand Trunk Railway to North Bay	732
Canadian Pacific Railway from North Bay to Vancouver	2,542
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Total	3,274
	<hr/> <hr/>

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, 1906, was 1,445·95 miles, and for freight branches 12·50 miles, making a total of 1,457·42 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 carried direct via St. Henri to Montreal, which would reduce each of the above distances by 3 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
Charlottetown to Murray Harbour.	52·3
	<hr/>
	261
	<hr/> <hr/>

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 Island 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 following statements give in concise form the essential features of the government canal works and the intermediate water navigation:—

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

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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
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.	580
8. Sault Ste. Marie Canal	1¼
Lake Superior to Port Arthur	266
	<hr/>
Total	1,223¼
	<hr/> <hr/>
To Duluth	1,357
Chicago	1,286
	<hr/> <hr/>

Second.—Ottawa to Lake Champlain.

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

Third.—Ottawa to Kingston and Perth.

1. Rideau Canal.

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

1. Trent Canal (not completed).

Fifth.—Ocean to the Bras d'Or Lakes.

1. St. Peter's Canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Eric, 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.

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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.

The improvement of the United States channels in St. Mary's river has been continued from year to year, so that the dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. Excavation has now been commenced to afford 21 feet at the lowest stage of water.

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

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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 "
Depth of water on sills, at three locks.	14 "
Average width of new canal.	150 "

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

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

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
Dimension 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 "
Number of arc lights.	350

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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, 38 $\frac{3}{4}$ 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 Dickenson's Landing.

WILLIAMSBURG CANALS.

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

FARRAN'S POINT CANAL.

Length of canal	1 mile.
Number of locks	1
New lock	800 feet by 45 feet.
Old lock	200 "
Total rise of 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 "

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 $\frac{3}{4}$ 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 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.

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GALOPS CANAL.

Length of canal.	7½ miles.
Number of locks.	3
Dimension of locks, one of which is a guard-lock.	{ 1-800 by 45. 2-270 by 45.
Total rise or lockage.	15½ feet.
Depth of water on sills.	14 "
Breadth of canal at bottom.	80 "
Breadth of canal at surface of water.	144 "

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

MURRAY CANAL.

Length between eastern and western pier heads.	5½ miles.
Breadth at bottom.	80 feet.
Breadth at water surface.	126 "
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 Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

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

	Old Line.	Enlarged on New Line.
Length of canal.	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3).	2	2
Number of locks. { guard. 26		25
{ lift. 1		1
Dimensions.	{ 1 (tidal) 230 x 45 1 lock 200 x 45 1 lock 200 x 45 24 locks 150 x 45 }	270 feet x 45 feet.
Total rise or lockage.	326¾ feet.	326¾ feet.
Depth of water on sills.	10¼ "	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.

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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 feet.
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 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 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 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 of surface of water.	150 feet.

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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 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.	Inter- mediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal.....	8½	
From Lachine to Ste. Anne's lock.....	15	23
Ste. Anne's lock and piers.....	½	23
Ste. Anne's lock to Carillon canal.....	27	50
The Carillon canal.....	¾	51
From Carillon to Grenville canal.....	6¼	57
The Grenville canal.....	¾	63
From the Grenville canal to entrance of Rideau navigation.....	56	119
Rideau navigation ending at Kingston.....	126¼	245

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal.....	⅓ mile.	⅓ 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, 23½ 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 a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal.	$5\frac{3}{4}$ miles.
Number of locks.	5
Dimensions of locks.	200 x 45 feet.
Total rise or lockage.	$43\frac{3}{4}$ feet.
Depth of water on sills.	9 "
Breadth of canal at bottom.	40 to 50 feet.
Breadth of canal at surface of water.	50 to 80 "

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 $\frac{1}{4}$ 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 $\frac{1}{2}$ "
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.

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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.	{ 60 " in clay. 40 " in rock.	

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 of 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 at 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.

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The following table shows the distances between Sorel and New York:—

Section of Navigation.	Inter- mediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock.....	14	14
St. Ours lock to Chambly canal.....	32	46
Chambly canal.....	12	58
Chambly canal to boundary line.....	23	81
Boundary line to Champlain canal.....	111	192
Champlain canal to junction with Erie canal.....	66	258
Erie canal from junction to Albany.....	7	265
Albany to New York.....	146	411

ST. OURS LOCK AND DAM.

Length.....	$\frac{1}{8}$ mile.
Number of locks.....	1
Dimensions of locks.....	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.

CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks.....	9
Dimensions of locks :—	
Guard lock, No. 1 at St. Johns.....	122 feet.
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 "

} From $22\frac{1}{2}$ to
24 feet wide.

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 the 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.

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, Bob-

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caygeon, 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, $9\frac{1}{2}$ 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, $9\frac{1}{2}$ 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 $2\frac{1}{4}$ 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, $15\frac{3}{4}$ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

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

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

- 1 Lock at Rosedale, 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 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 of water on mitre sill.
- 1 " Chisholm's 134' x 33' x 5' 0" to 8' 6" " "
- 1 " Hastings 134' x 33' x 7' 0" to 10' 6" " "
- 1 Hydraulic lift lock at Ashburnham.

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.

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Depth of water on sills	18 feet at lowest water.
Depth through canal.	19 feet.
Extreme rise and fall of tide in St. Peter's bay.	4 feet.

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

BEAUHARNOIS CANAL.

Length of canal.	12 statute miles.
Number of locks.	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage.	82½ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface.	120 "

As the new Soulanges canal is now opened for navigation the Beauharnois canal is practically abandoned for navigation purposes.

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

M. J. BUTLER,

Deputy Minister and Chief Engineer of Railways and Canals.

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

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INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,
 MONCTON, N.B., August 27, 1906.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended June 30, 1906.

I inclose the report of the chief engineer on the works charged to capital account, the report of the engineer of maintenance on the repair and renewal of the permanent way, buildings and works, and the report of the superintendent of motive power and 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:—

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 1,445.92 miles.

The extension from North Sydney to Sydney Mines, 2.70 miles in length, although not entirely completed, was opened for traffic on June 25, 1906.

CAPITAL ACCOUNT.

The cost of road and equipment on June 30, 1905, was \$77,473,557.73

The additions during the year were as follows:—

To increase accommodation at Sydney.. . . .	\$ 54,432 22
Original construction.. . . .	778 57
To strengthen bridges.. . . .	244,582 68
To increase accommodation at Lévis.. . . .	6,287 09
Air-brakes to freight cars.. . . .	25,048 56
New machinery for locomotive and car shops.. . . .	20,641 83
To exchange drawbars of freight cars.. . . .	16,000 00
To dredge and blast rock at deep water terminus, Halifax.. . . .	237 16
Improvements at Little Métis.. . . .	4,926 74
New station at Windsor.. . . .	16,605 25
Increased accommodation at Stellarton.. . . .	22,568 17
Engine-house, machine shop, &c., at Rivière du Loup.	26,548 04
Engine-house, &c., Chaudière Junction.. . . .	26,492 93
Increased accommodation at St. John.. . . .	75,784 53
To increase accommodation at Pictou.. . . .	100,531 90
Improvements at North Sydney.. . . .	7,409 97
To increase accommodation at Ste. Flavie.. . . .	23,994 66
Protection to Grand Narrows bridge.. . . .	23,592 92

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Double-tracking parts of line.	\$ 206,948	74
Increased accommodation at Truro.	99,743	50
To reduce curve at Birch Cove.	39,798	17
Diversion of line at St. Leonard Junction.	4,894	98
Diversion of line at Mitchell.	1,780	37
To increase accommodation at Moncton.	88,187	08
To increase accommodation at Halifax.	304,371	66
Drummondville, improvements at.	13,392	15
Increased accommodation at Antigonish.	5,889	21
Newcastle, improvements at.	1,489	05
Campbellton, improvements at.	1,339	71
Sackville, improvements at.	1,255	00
New Glasgow, increased accommodation at.	14,318	84
Additional sidings and spur lines.	120,127	39
St. Moise, station at.	2,525	97
Increased accommodation at Memramcook.	4,114	45
Subway near St. Fabien.	18	00
To increase accommodation at Amherst.	8,270	42
Semaphores at stations.	2,502	84
Rolling stock.	1,291,234	77
Improving grades on line.	18,906	40
Extension to Sydney Mines.	42,402	70
Steel rails and fastenings.	379,956	74
To increase water supply.	32,007	84
Increased accommodation and facilities along line.	42,016	37
Elevator at Halifax.	3,474	35
To put railway between Indiantown and Blackville into condition for operation.	959	96
Fredericton and St. Mary's bridge.	300,000	00
Coal handling machinery and appliances.	36,781	02
	<hr/>	
Total.	\$ 3,765,170	90
Making the total cost on June 30, 1906.	81,238,728	63
	<hr/>	

Air-brakes to freight cars.

Two hundred and thirty-eight freight cars were equipped during the year with Westinghouse automatic quick-action air-brakes.

New machinery for locomotive and car shops.

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

To exchange drawbars of freight cars.

Three hundred and twenty freight cars were changed from the link and pin drawbar to the M.C.B. coupler.

Rolling stock.

Sixteen Pacific type locomotives for passenger service, five combined second-class sleeping and baggage cars, three hundred and sixty box freight cars, twenty-five refrigerator cars, one hundred and thirty convertible dump cars, twenty freight vans, ten wing elevator snow-ploughs, two double-track snow-ploughs, two flanger cars and two ballast plough cars were purchased.

Coal handling machinery and appliances.

The coal used by the railway comes from mines in Nova Scotia and New Brunswick, and it has usually been hauled by train to all parts of the line. It was consid-

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ered that it would be more economical to have the coal which is required at the more distant points carried there by water, and the railway wharfs at several points were prepared for this, and five steam cranes were purchased to transfer the coal from vessels to cars or wharfs.

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

REVENUE ACCOUNT.

A strong effort was made during the year to make the earnings and the working expenses balance, and the statements sent herewith shew that this desirable result has been attained.

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

Gross earnings	\$7,643,829 90
Working expenses	7,581,914 36
	<hr/>
Surplus	\$ 61,915 54
	<hr/> <hr/>

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

In 1905-06	\$7,643,829 90
In 1904-05	6,783,522 83
	<hr/>
Increase	\$ 860,307 07
	<hr/> <hr/>

The earnings from passenger traffic compare as follows:—

In 1905-06	\$2,297,716 52
In 1904-05	2,105,066 75
	<hr/>
Increase	\$ 192,649 77

The earnings from freight traffic compare as follows:—

In 1905-06	\$5,019,805 53
In 1904-05	4,373,178 55
	<hr/>
Increase	\$ 646,626 98

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

In 1905-06	\$326,307 85
In 1904-05	305,277 53
	<hr/>
Increase	\$ 21,030 32
	<hr/> <hr/>

The earnings by mile of railway compare as follows:—

In 1905-06	\$5,286 48
In 1904-05	4,795 13
	<hr/>

The earnings by train mile compare as follows:—

	Cents.
In 1905-06	1·029
In 1904-05	0·929

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The number of passengers carried compare as follows:—

In 1905-06..	2,737,160
In 1904-05..	2,810,960
Decrease	73,800

There was a decrease of 98,456 in the number of local passengers, and an increase of 24,656 in the number of through passengers.

The weight of freight carried compares as follows:—

	Tons.
In 1905-06..	3,156,189
In 1904-05..	2,782,257
Increase..	373,932

There was an increase in local freight of 294,335 tons, and an increase in through freight of 79,597 tons.

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.	1904-05.	1905-06.	Increase.	Decrease.
Barrels of flour and meal..	1,769,480	1,882,630	113,150	
Bushels of grain	3,317,910	2,924,226		393,684
Lumber in superficial feet..	518,434,310	572,878,600	54,444,290	
Head of live stock	110,670	106,589		4,081
Coal in tons	602,377	620,272	17,895	
Manufactured goods in tons..	632,023	866,955	234,932	
Cords of firewood	58,400	47,106		11,294
All other articles in tons..	504,991	510,080	5,089	

There was an increase over last year in the quantity of the following articles carried: Flour, meal and other mill products, potatoes and other vegetables, calves, horses, pigs, lumber, pulpwood, pit props, telegraph poles, railway ties, tanbark, shingles, clapboards, laths and palings, extract of hemlock bark, coal, ore, stone, lime and cement, brick, sand, iron and other metals, fresh, salted, dried and canned fish, oysters, sugar, salted and fresh pork, fresh beef, hides, skins and leather.

There was a decrease in the quantity of the following: Eggs, hay and straw, apples, horned cattle, sheep and lambs, logs, firewood, clams, molasses and salted beef.

WORKING EXPENSES.

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

In 1904-05..	\$8,368,826 75
In 1905-06..	7,441,914 36
Decrease..	\$ 926,912 39

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

Per mile run by engines—

In 1905-06..	79.98
In 1904-05..	88.93

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Per mile run by trains—

In 1905-06..	100·23
In 1904-05..	114·69

Working expenses per mile of railway:—

In 1905-06..	\$ 5,146 83
In 1904-05..	5,915 74

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.

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

During the year 609,244 ordinary ties, and 207 sets of switch ties were put in.

74·88 miles of track were rebalasted, 112,333 cubic yards of ballast being used.

Two and one-half miles of additional sidings were provided at various points.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 191·49 miles of fences were built.

The snow sheds and snow fences were repaired.

The rolling stock received necessary repairs, and its general condition is good.

Nineteen box freight cars of thirty tons capacity each were purchased; one box freight car, twenty-six platform cars, and one flanger car were built in the workshops of the railway, all to replace an equal number taken out of service. The box and platform cars were of greater capacity than the ones they replaced.

STORES.

The value of stores purchased was..	\$3,692,365 18
The value of stores used was..	3,860,819 32
The value of material sold was..	329,916 73

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

Miscellaneous..	\$ 290,358 62
Fuel..	190,395 83
Track materials..	220,194 96
Steel rails and fastenings..	792,774 42

Total..	\$1,493,723 83
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GENERAL.

The winter of 1905-06 was comparatively mild, and little delay was experienced from snow storms.

On August 29, 1905, the station, freight-house, coal-shed, and other railway buildings at Belmont were destroyed by a forest fire.

On February 24, 1906, a very destructive fire occurred in the workshops of the railway at Moncton. It started about eight forty-five p.m., in the paint shop, and before it was stopped it had entirely destroyed the paint shop, a wooden building 535 feet long and 65 feet wide, the freight car repair shop, a wooden building 565 feet long and 78 feet wide, the car shop, a two storey brick building, 455 feet long and 78 feet wide, a large brick building containing the steam boilers which supplied the power for all the workshops, a brick building 50 feet long and 40 feet wide used as a storehouse, the boiler shop, a brick building 160 feet by 100 feet, used for making and repairing boilers. This was the last building destroyed, but the machine shop, a brick building

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adjoining, 230 feet by 100 feet was considerably damaged by fire and water. The contents of all the burned buildings were destroyed as there was no time to remove them.

The following rolling stock was destroyed:—

Thirteen passenger train cars, forty-one freight cars of the Intercolonial and other railways, also two steam shovels of the Intercolonial.

The two storey brick car shop was equipped with machinery for building and repairing cars and all this was entirely destroyed. A part of the machinery in the boiler shop was destroyed and the balance was much damaged.

A considerable quantity of railway stores, and also some freight in transit were burned.

In short the entire car building and repairing premises and plant, and a portion of the locomotive premises and plant were destroyed.

Immediately after the fire was extinguished work was commenced upon the ruins. Temporary buildings were rapidly constructed as shelters, but notwithstanding every effort made the delay and inconvenience have been very great and have entailed great loss in the operation of the railway, and this will continue for some time until permanent buildings are erected and equipped with machinery.

Some of the buildings destroyed were new, some had been extended at various times, and further extensions were under consideration at the time of the fire. These extensions, although much needed, in consequence of the increasing business of the railway, had been delayed from time to time because the railway had not sufficient land conveniently situated for the purpose.

After careful consideration of all the circumstances it was decided that it would not be in the best interest of the railway to rebuild on the old site, but that a tract of land sufficient not only for the present but for the future should be procured, and that on it the new and larger buildings required by the increasing traffic of the railway should be erected.

A suitable place was selected in the western part of the city adjoining the main line of the railway, and distant five thousand seven hundred feet from the site of the burned buildings. There an area of $287\frac{1}{2}$ acres was purchased for workshops and other railway purposes. Plans of the new buildings were prepared and two of them, the freight car repair shop, and the planing mill were put under contract, and it is expected that they will be completed this fall. Plans of the other buildings are being prepared.

I regret to record the death of one of the principal officials of the railway, Mr. James E. Price, general superintendent, which took place at Moncton on August 2, 1905, after a short illness of one month. He was born in October, 1854, entered the service of the railway in 1867, and passed through the various grades of telegraph operator, train despatcher, and district superintendent to the position which he occupied at the time of his death.

Although only in his fifty-first year he had served the railway continuously for thirty-eight years. He was much esteemed by all who knew him for his upright and conscientious life and character.

It gives me pleasure to testify to the diligent, faithful, efficient and careful manner in which he performed his duties. In his death the railway sustained a great loss.

The office of general superintendent has not been filled.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager, Government Railways.

M. J. BUTLER, Esq., C.E.

Deputy Minister and Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

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INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., August 15, 1906.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending June 30, 1906.

To increase accommodation at Sydney.

The new brick and stone passenger station, for which the contract was let last year, has been completed, and electric lighting installed.

Umbrella roofs in connection with the new station were provided, and materials were ordered and preparations made for laying cement platforms.

The old baggage building, the express building, and the building occupied by the trackmaster as an office, were moved and fitted up for the use of the mechanical department.

The old passenger station was moved to new location on Ferry street and converted into offices for the freight department.

Three platforms, 800 feet long by 7 feet wide, and one 40 feet long by 20 feet wide, were provided for use in connection with the cleaning of cars.

A 15-ton pillar crane was provided, and will be erected next year. The material required for the foundation was provided.

Temporary platforms of wood were put down for use of the new passenger station until permanent concrete platforms are laid.

The station yard was graded, and tracks rearranged where required.

Original construction.

Under this vote, amounts were paid to settle claims in favour of: Alexander McKinnon, North Sydney; John A. McDonald, Iona; also legal expenses in connection with the above.

To strengthen bridges.

The following new steel bridges were erected during the year by the Canadian Bridge Company, Limited., Walkerville, Ont.:—Sutherland's river, 1 mile west of West Merigomish station, 1 span rivetted Pratt truss, 161 feet 6 inches; LaPlanche, $\frac{1}{2}$ mile west of Amherst station, 1 span through Pratt truss, 80 feet; Sackville river, 1 mile West Sackville station, 3 spans rivetted Pratt truss, 160 feet each; Salmon river, $\frac{1}{2}$ mile west of Plumweseep station, 2 spans, 100 feet each.

The necessary alterations of the masonry of abutments and piers have been made, new floors put upon these bridges and the work of reconstruction has been completed.

A contract was let for new steel bridges at Hammond river, Elmsdale, Enfield and Shubenacadie. The work of construction of these bridges is well under way, and they will be erected during the coming year. Ten bridges have been painted.

To increase accommodation at Lévis.

The concrete platform in connection with the new station and umbrella roofs was completed.

To dredge and blast rock at Deep Water Terminus, Halifax.

Nothing was done under this vote during the year, except to make soundings and borings.

Improvements at Little Metis.

Additional sidings required were put in.

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New station at Windsor.

A new passenger station and a freight shed were provided, and electric lights installed.

The station yard was rearranged, and additional sidings put in. The roadway that was diverted last year in connection with the new location of the freight shed was completed.

Wood platforms required in connection with the new station and freight house were provided.

Increased accommodation at Stellarton.

A concrete platform was laid in connection with the new station and baggage building. Electric lights were installed. An addition was made to the existing freight shed. An extension of two stalls was made to the engine-house. The coal trestle was extended. The yard was rearranged, the necessary grading done, and additional sidings put in.

Engine-house, &c., at Rivière du Loup.

An 80,000 gallon water tank was erected. The yard was rearranged; additional tracks were put in, and sidings extended. Hose and a horse-reel were supplied for fire protection. Electric lighting was installed in the new engine-house and machine-shop.

Engine-house, &c., at Chaudière Junction.

Considerable grading was done, and 8,579 feet of sidings were put in the new yard. Improvements were made to the water service.

Fire hydrants, hose and hose-reel were installed for fire protection.

Plans and specifications were prepared for a building for stores and offices.

Electric lighting was installed in engine-house and freight-shed.

To increase accommodation at St. John.

The extension to the train shed was completed. The baggage-room was extended, and the rooms on the second floor were fitted up for rest-rooms for the trainmen, and provided with steam heating, up-to-date plumbing, electric lights, &c. Additional room was provided for express offices.

The rest-room for enginemen, in connection with the new engine-house, was supplied with desks, tables, chairs, stoves and shower baths, &c.

The steel work for the two overhead bridges—Wall and Stanley streets—was provided, and will be erected next year. Jardine's bridge, over the Marsh creek, at the west end of the yard, was widened to allow a second track to be laid. A bridge was also built over the Marsh creek, for a passage way from the city road to the engine-house.

The water service was extended.

Considerable grading was done, and additional sidings were put in.

An electric light plant was installed in the new round house.

To increase accommodation at Pictou.

The brick and stone building for passenger station and baggage room was completed. Umbrella roofs and concrete platforms in connection with the new station were provided. Electric lighting for the station and umbrella roofs was installed.

A contract was let for a 9-stall engine house, and the work of construction is well under way. The work of building and filling sea-wall, track laying, &c., in connection with new engine house is being done, and will be completed next year. A new turntable was purchased, and will be erected next year.

The creosoted pile wharf, for which the contract was let last year, was completed.

An additional lifting gangway was provided at the wharf, for the accommodation of passengers and freight landing from the steamers.

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A retaining wall was built for the protection of the embankment between the custom house and the new station.

Considerable grading was done to yard, and additional sidings put in.

Improvements at North Sydney.

Additional land was purchased for yard accommodation.

Electric lights were installed in station and freight shed.

Some grading was done, and additional sidings put in.

To increase accommodation at Ste. Flavie.

A new ash pit was built. 3,900 feet of new sidings. Improvements were made to the water service. Hose and hose reel were supplied for fire protection. An agreement was made with the Mont Joli Water Company, of Levis, for the construction and maintenance of a main sewer.

Protection to Grand Narrows bridge.

The work in connection with the protection of this bridge has been completed.

Double-tracking parts of the line.

The grading for double track between Stellarton and New Glasgow has been completed, and the second track laid and ballasted.

The grading, track-laying and ballasting for the double track between Rockingham and Bedford, N.S.

The sub-structure for the 3-span double-track bridge over the Sackville river at Bedford, N.S., has been completed, and the steel superstructure will be erected during the coming fiscal year.

To increase accommodation at Truro.

The construction work of the 30-stall engine house was carried on during the year, and the building will be completed next year. A contract was let for the installation of boilers, induced draft plant, steam pumps, air compressor, hot blast system of heating, and piping, for the engine house, and the work partly completed.

An 80,000 gallon water tank was erected.

A 75-foot turntable was purchased and delivered on the ground, and will be erected in place during the year 1906-07.

An extension was made to the existing baggage room, to be used as a mail room.

A large quantity of excavation was done for additional sidings and tracks for approaches to new engine house.

The five-foot culvert at the east end of the yard, on the main line to Pictou, was widened for another track, and the siding extended.

To reduce curve at Birch Cove.

The grading, track-laying and ballasting in connection with this work have been completed.

Diversion of line at St. Leonard Junction.

The track-laying and ballasting on this diversion will be completed as soon as the steel superstructure is erected.

The balance of the right of way has been paid for.

Diversion of line at Mitchell.

The track-laying and ballasting on this diversion will be completed as soon as the steel superstructure is erected.

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To increase accommodation at Moncton.

The addition of a second storey to the brick car shop was completed, and the materials for the hot blast heating apparatus were provided. Before the apparatus was put in place, this building, as well as the paint shop, the freight car repair shop, the boiler shop, and the power house, was destroyed by fire on February 24.—wiping out all efforts for the enlargement and remodelling of the shops during the past number of years.

A new site was selected on the northern line leading to Montreal for the new lay-out, and proceedings started to procure the necessary land required, a part of which became vested in the Crown before the end of the fiscal year.

Plans and specifications were prepared and tenders asked for the first two buildings, viz.: freight car repair shop and planing mill.

To increase accommodation at Halifax.

The work in connection with the building, and overhead passage way, for improved accommodation for immigrants, has been completed; electric lighting was installed. The cribwork for strengthening under shed on pier No. 2 was also completed.

The buildings on the properties purchased last year on the upper side of Water street—between North street and the grain elevator—were advertised for sale, and they will be removed during the year 1906-7.

The quay wall of cribwork, for which the contract was let last year, has been completed. Part of the sidings required in connection with the quay wall of cribwork were put in. The filling required for additional yard room between the shore and the quay wall of cribwork was carried on during the year; the material used was hauled by train from the borrow pit purchased from Patrick M. Duggan at Lakeview.

Tracks were laid on the Intercolonial Railway property between the elevator and Cornwallis street.

Improvements were made to North street station and the umbrella roofs.

Creosoted material and hard pine, required in connection with the proposed extension to pier No. 8, were purchased.

Creosoted piles required in connection with the proposed flour shed and wharf, pier 5½, were also provided.

Land required for site of engine house and shops, on Kempt road, Windsor and Young streets, was purchased. Lay-out plans in connection with the proposed engine house and shops were made.

The carpenter shops and hard coal shed and trestle were moved and fitted up in the west end of Richmond yard; this was necessary on account of constructing the quay wall of cribwork.

Soundings were made between piers Nos. 3 and 4, and in docks Nos. 5½, 7 and 8.

The pole line on Water street was changed.

Electric lighting was installed in freight shed on pier No. 8.

Drummondville, improvements at.

The brick and stone passenger station was completed. Electric lighting and a hot water system of heating were installed in the new station. A concrete platform was partly laid in connection with the station.

Additional land was purchased for yard room.

A contract was let for the moving of the old station to a new location and converting it into a freight shed, and for remodelling and building an extension to the existing engine house.

An 80,000 gallon tank was erected.

Increased accommodation at Antigonish.

The new station, for which the contract was let last year, was completed. Electric lighting and a hot water system of heating were installed in the new station.

The old station was moved and joined to the east end of the existing freight shed, to enlarge the accommodation for handling freight.

Considerable grading was done and the main line raised.

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Newcastle, improvements at.

A new ash pit was built; the track leading to it, and an office for the train despatchers, were provided.

Campbellton, improvements at.

A survey was made for the extension to the water service, and the materials required in connection with this were ordered.

The land required for site of reservoir and pipe line was bought and paid for.

Diversion of public road to eliminate a crossing at rail level between St. Cyrille and Drummondville..

Nothing was done under this vote.

Sackville, improvements at.

A survey was made for a water service to the station, and the right of way for pipe line was paid for.

New Glasgow, increased accommodation at.

An extension was made to the existing freight shed. A pillar crane was erected. A loading platform was provided.

The yard was re-modelled, and additional sidings put in. The second track connecting with the double track between Stellarton and New Glasgow was extended through the yard.

Additional sidings and spur lines.

The spur line to Power's mills, near St. Pacome Station, P.Q., has been completed.

	Feet.
St. Andre, crossing siding extended..	735
St. Simon, loading siding extended..	200
Bic, mountain crossing siding put in..	2,500
Windsor junction, additional sidings..	263
Springhill junction, additional sidings put in..	3,180
Glengarry, a loading siding was provided..	
St. Leonard junction, a new siding was put in..	1,680
Between New Glasgow and Woodburn, a crossing siding was put in..	1,450
Sacre Cœur, siding extended..	1,000
Fort Lawrence spur: Right of way paid for; grading, track-laying and fencing completed; ballasting to be done 1906-7..	
Blackville, a new siding put in..	1,150
Pictou Landing, new siding put in..	2,080
Flatlands, new crossing siding..	1,928
Fredericton, a new siding put in..	1,030
Marysville, a new siding put in..	811
St. Nicholas, loading siding..	216
St. Moise, siding put in..	190
St. Henri branch, track material charged.	
Oxford Junction, new siding..	1,350
Bartibogue, new siding put in..	416
Cross creek, new siding put in..	650
Cap St. Ignace, a 'Y' was put in..	840
Chatham, a new siding put in..	2,650
Zionville, a new siding put in..	1,228
Blissfield, a new siding put in..	845

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Jefferson's, siding extended.	1,000
South river, new loading siding.	500
Monastery, loading siding.	228
Rivière du Loup, wharf branch.	1,400
Dalhousie Jct., loading siding extended.	565
St. Francois, crossing and loading sidings extended.	926
St. Henri Jct., a new siding was put in.	999
St. Jean Chrysostome, loading siding extended (loading ground graded).	500
Old Lake road, crossing siding, new.	1,458
Marshy Hope, siding put in	405
Marshy Hope, siding put in.	1,146
O'Brien's siding, new.	252
Kempt, new siding put in.	541
St. Simon, siding extended.	200
St. Louise, crossing siding extended.	714
Trois Pistoles, spur line.	
Wallace, spur line.	

St. Moise, Station at.

The new station was completed, the yard re-arranged, some grading done, and additional sidings put in.

Increased Accommodation at Memramcook.

A new station and freight house were provided. A concrete platform was laid in connection with the new station.

The station yard was graded and tracks rearranged.

Land required for site of new freight shed was purchased.

A cattle pen was provided.

Subway near St. Fabien.

Nothing was done under this vote during the year, except to make surveys and drawings.

Increased Accommodation at Amherst.

The yard was rearranged and sidings extended.

Semaphores at Stations.

Electric semaphores were put in at the following places: Truro (south), Amherst (west), Chaudiere Junction, Upper Cross Creek.

Improving Grades on Line.

The grades were improved at St. Wenceslas and Daveluyville.

To provide one Pile Driver.

This pile driver was not obtained.

Extension to Sydney Mines.

The grading and tracklaying of the main line was completed, and ballasting partly done.

The right of way was paid for.

Plans and specifications were prepared for a station and freight shed at Sydney Mines.

Material was delivered on the ground for laying a concrete platform at Sydney Mines.

The line was partly fenced.

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Steel rails and fastenings.

During the year, 24,973—2,043, 2,240 tons of 80-lb. steel rails were received.

To increase water supply.

A contract was let for the erection of 50,000 gallon water tanks at the following places on the Canada Eastern Division: Gibson, Upper Cross creek, Boiestown, Blackville, Chatham Junction and Loggieville; and they are now under construction.

Land was purchased for laying pipe line at Upper Cross Creek.

Improvements were made to the water service at the following places: St. Fabien, Ste. Anne, Bathurst, L'Islet, Trois Pistoles, Blackville.

Land taken from Peter Grant in connection with the water service at River John was paid for.

To improve telegraph service.

Nothing was done under this vote.

Increased accommodation and facilities along the line.

The following work was done under this appropriation:—

Charlo, a stock pen was provided.

Woodburn, a new passenger station and a platform were provided.

Maccan, the brick passenger station was completed, and a hot air system of heating was put in. A concrete platform is being put down and will be completed during the coming year. The old station was torn down and the material used in the construction of an extension of 42 feet to the existing freight shed, after it was moved to the new locaiton, made necessary on account of the building of the new station. A room for baggage was provided in this new extension. A loading platform was built, and the cattle pen moved. The tracks in the new yard were extended and rearranged.

McKay's Siding, a station building and a platform were provided.

Nash's Creek, a stock pen was built.

Pirate Harbour, the engine-house was completed, and a telegraph office provided.

Shediac, plans and specification were prepared for a new sation, and tenders asked.

Harrisville, a shelter and platform were provided.

Barra Glen, a shelter and platform were provided.

St. Perpetue, plans and specifications were prepared for a new station, and tenders asked.

St. Moise, a stock pen was provided.

Union, a new station and a platform were provided.

Gordon's Summit, a shelter and platform were provided.

Folleigh Lake, an addition was made to the existing station.

Rogersville, an extension was made to the freight shed.

Sunny Brae, a shelter and platform were provided.

Chancellor, a new station and a platform were provided.

Kent Junction, an addition was made to the existing station.

Rivière Ouelle, an ice house was provided.

St. Henri Junction, an extension was built to the existing freight shed.

Norton, the station and freight shed were remodelled.

Lorne, a new station and a platform were provided.

L'Islet, additional land was purchased, and an extension was built to the existing station.

Iona, plans and specifications were prepared for a freight shed.

Salmon Lake, a stock pen was provided.

Millerton, an addition was made to the station.

Eél River, a stock pen was built.

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To put Railway between Indiantown and Blackville into Condition for Operation.

Plans and specification were prepared and a contract let for this work.

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

WM. B. MACKENZIE,
Chief Engineer.

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

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., July 31, 1906.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department for the year ending June 30, 1906.

TRACK.

During the year 106·34 miles of 56, 58, 67, 80 and 110-lb. rails were taken up, and replaced with 67 and 80-lb. rails.

TIES.

During the year 609,244 ordinary ties, and 207 sets of switch ties were put in.

BALLASTING.

During the year 74·88 miles of track was ballasted, using 111,368 cubic yards of gravel, and 965 yards of ashes and cinders.

SWITCHES AND SEMAPHORES.

Distant mechanical semaphore signals were erected at the following stations:—

Salisbury	1
Halifax	2
Heatherton	1
Marshy Hope	1
Marysville	2
Memramcook	1
South Western Junction	3
Tracadie	1
Avondale	2
Doaktown	2
Blackville	2
Nelson	2
St. Romuald	2
Boiestown	1
Chaudière Junction	1
St. Andre	2

One hundred and ten new switches were installed during the year.

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New telegraph signals were provided at the following stations:—

Richmond, Burton's.	5
Truro.	3
Antigonish.	1
McIntyre's Lake.	1
Drummondville.	2
Sydney.	1
St. Moise.	1
Causapscal.	1
St. Leonard.	1

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

SIDINGS.

During the year, 2·56 miles of additional siding accommodation has been provided at different points on the line for maintenance account.

FENCE BUILT BY OUR OWN MEN.

20·49 miles of old woven and barbed wire, and 4 miles of new Strathy and Ideal wire were built at different points on the line.

Necessary repairs were made to fences throughout the line.

Built by contract, 167 miles of Strathy fence.

SNOW FENCES.

There was built during the year, 3,724 rods of stationary snow fence, 8 feet high, 842 rods 9 feet high, and 64 rods of portable snow fence.

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

WHARFS AND TRESTLES.

Repairs.

Point du Chene, end of wharf.
 Point du Chene, riprapping breakwater.
 St. John, covered ballast wharf.
 St. John, top of long wharf.
 St. John, top of ballast wharf.
 Moncton, wharf.
 Sackville, wharf.
 Truro, coal trestle.
 Richmond, pier No. 8.
 Richmond, quay wall.
 Richmond, coal shed trestle.
 Halifax, pier No. 2.
 Halifax, pier No. 3.
 Halifax, pier No. 4.
 Halifax, pier No. 6.
 Halifax, pier No. 7.
 Halifax, pier No. 9.
 Halifax, coal shed trestle.
 Halifax, cribwork, shed No. 2, planking, bracing, &c.
 Halifax, Marine and Fisheries, test piles, proposed new pier.
 Pictou, wharf.
 Pictou, landing, ss. *Amelia*.

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Pugwash, wharf.
 Mulgrave, wharf.
 Mulgrave, *Scotia's* dock.
 Pirate Harbour, coal chute.
 Point Tupper, wharf.
 Point Tupper, wharf cover.
 Point Tupper, overhead plank walk.
 Point Tupper, side of dock.
 Loggieville, wharf.
 Mill Creek, cribwork.
 St. Charles, coal trestle.
 Lévis, cribwork.
 Hadlow, Princess pier.

New Work.

Halifax, trestle to quay wall extension.
 Halifax, passenger and freight gangways and baggage lifts, shed No. 2.
 Halifax, overhead passageway, pier No. 2.
 Pictou, lifting gangway.
 Stellarton, extension to coal chute.

BRIDGES AND CULVERTS.

Repairs.

St. John, Wall street bridge.
 St. John, swing bridge.
 Coldbrook, box culvert.
 Coldbrook, $\frac{1}{4}$ mile west of, box culvert.
 Passekeag, $\frac{1}{2}$ mile west of, end box culvert.
 Between Bloomfield and Norton, box culvert.
 Norton, 4 miles west of, box culvert.
 Norton, $2\frac{1}{2}$ miles west of, box culvert.
 Norton, $1\frac{1}{2}$ miles west of, box culvert.
 Norton, 1 mile west of, open culvert.
 Moncton, culvert.
 Thomson, culvert.
 Thomson, near station, culvert, rebuilt.
 Onslow, aboideau.
 Leper Brook, bridge.
 Bedford, bridge.
 Halifax, overhead bridge, North street.
 Halifax, extending drain to quay wall.
 West River, bridge.
 Windsor, bridge.
 Mott's, bridge.
 Dartmouth, culvert.
 North Ferry, bridge.
 Pugwash Junction, culvert No. 2.
 Pugwash Junction, culvert No. 3.
 Pugwash, bridge.
 Tatamagouche, Waugh's river bridge.
 West river, bridge.
 Meadowville, culvert.
 Lyon's brook, culvert.
 Horne's river, bridge.

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Alma, culvert.
East river, escapes put on.
Pine Tree, bridge.
Monastery, bridge.
Mulgrave, culvert.
Point Tupper, culvert.
West Bay Ballast Pit, crib.
Mill Brook, bridge.
Grand Narrows, bridge.
Shenacadie, culvert.
Sydney, culvert under car washing tank. (Capital)
Blackville, bridge.
Doaktown, culvert, two.
Blackville, 4 miles east of, culvert.
Boiestown, bridge.
Cross creek, bridge.
Zion, culverts, four.
Durham, bridge.
Nashwaak, bridge.
Manzer's, bridge.
Penniac, bridge.
Penniac, culverts, five.
Gibson, culverts, three.
Avcrys Portage, culverts, three.
Barthelemue river, bridge.
Fredericton, bridge.
Indiantown branch, culvert.
Berry's Mills, culvert.
Canaan, culvert.
Harcourt, culvert.
Newcastle, culvert.
Newcastle, culvert.
Newcastle, No. 5, culvert.
Newcastle, No. 8, culvert.
Newcastle, No. 9, culvert.
Between Bathurst and Petit Roche, culvert.
Between Bathurst and Petit Roche, overhead bridge.
Between Petit Roche and Belledune, overhead bridge.
Jacquet river, culvert.
Between Bathurst and Gloucester Junction, overhead bridge.
Campbellton, culvert.
Campbellton, Mill Creek bridge.
Amqui, culvert No. 1.
Amqui, Culvert No. 7.
Amqui, Culvert No. 8.
Amqui, culvert No. 12.
Cedar Hall, culvert.
Cedar Hall, culvert No. 7.
Sacre Cœur, culvert.
St. Simon, culvert.
Rivière du Loup, bridge.
St. Andre, culvert.
St. Pacome, culvert.
Ste. Louise, culvert.
Cap St. Ignace, culvert.

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Montmagny, bridge.
 St. Charles, culvert.
 St. Nicholas, east of, culvert.
 Lemieux, east of, bridge.
 Lemieux, east of, culvert.
 St. Wenceslas, culvert.
 St. Perpetue, culvert.
 Mitchell, bridge.
 Mitchell, west of, culvert.
 Carmel, drain.
 St. Cyrille, west of, culvert.
 Drummondville, east of, culvert.
 Bagot tank, bridge.
 Blake's, culvert.
 St. Leonard Junction, culvert.
 Ste. Rosalie, culvert.

BRIDGES AND CULVERTS.

New Work.

Jardine's, driving piles for new bridge.
 Springhill Junction, culvert.
 Memramcook, culvert.
 Truro, cedar culvert through dump.
 Halifax, gratings for culverts and drains.

MASONRY WORK DONE.

Repairs.

Cold Brook, 1 mile west of, box culvert.
 Cold Brook, $\frac{1}{4}$ mile west of, culvert.
 Passekeag, $\frac{1}{2}$ mile west of, box culvert.
 Norton, 4 miles west of, two culverts.
 Norton, 4 miles west of, box culvert.
 Norton, $2\frac{1}{2}$ miles west of, culvert.
 Norton, $2\frac{1}{2}$ miles west of, box culvert.
 Norton, $1\frac{1}{2}$ miles west of, box culvert.
 Norton, $1\frac{1}{2}$ miles west of, box culvert.
 Norton, 1 mile west of, two culverts.
 Apohaqui, 2 miles west of, bridge.
 Penobsquis, 1 mile west of, bridge.
 Moncton, station platform.
 Amherst, culvert.
 Springhill Junction, culvert.
 Springhill Junction, pipe line.
 Oxford Junction, culvert.
 Thomson, pipe line.
 Thomson, five culverts.
 Thomson, arch culvert.
 Greenville, sodam bridge.
 Greenville, three culverts.
 Pugwash Junction, arch culverts.
 Pugwash, two culverts.
 Pugwash river, bridge.
 Tatamagouche, bridge.
 Meadowville, culvert.

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Horns', bridge.
 Merigomish, bridge.
 Tracadie, culvert.
 Monastery, bridge.
 Grand Narrows, bridge.
 Blackville, bridge.
 Boiestown, bridge.
 St. Alexandre, 1 mile west of, culvert.
 St. Alexandre, 3 miles east of, culvert.
 St. Andre, 1½ miles east of, culvert.
 St. Andre, east of, culvert.
 St. Andre, west of, culvert.
 St. Helene, east of, two culverts.
 L'Islet, 2 miles east of, culvert.
 Cap St. Ignace, west of, culvert.
 Montmagny, west of, two culverts.
 Montmagny, east of, culvert.
 St. Valier, east of, two culverts.
 St. Valier, east of, culvert.
 St. Henri, bridge.
 Daveluville, culvert.
 St. Wenceslas, arch culvert.

PAINTING.

Bridges.

St. John, bridge harbour.
 St. John, bridge, Dorchester street.
 Aulac, bridge No. 8.
 Nappan, bridge.
 Greenville, bridge No. 3.
 Folleigh, bridge No. 5.
 Folleigh, bridge No. 11.
 Truro, bridge No. 12.
 Pugwash, bridge harbour.
 Barney's River, bridge No. 9.
 Barney's River, bridge No. 11.
 Barney's River, bridge No. 13.
 James' River, bridge No. 8.
 Cape Porcupine, bridge No. 22.
 Cape Porcupine, bridge No. 21.
 Cape Porcupine, bridge No. 32.
 Rimouski, bridge.

BUILDINGS AND PLATFORMS.

Repairs.

St. John, coal shed.
 St. John, tool house.
 St. John, station dwelling.
 St. John, mechanical shop.
 St. John, Gilbert's Lane, store house.
 St. John, cabinet, yardmaster's office.
 St. John, baggage room.
 St. John, dwelling house, Paradis Row.
 St. John, dwelling house, Lombard street.

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St. John, train shed platform.
 St. John, blacksmith shop.
 St. John, freight shed.
 St. John, sheds Nos. 1 and 2.
 St. John, elevator.
 St. John, track scales.
 St. John, train shed.
 St. John, baggage room.
 St. John, agent's office.
 St. John, water house, long wharf.
 St. John, round house.
 St. John, yardmaster's office.
 St. John, oil house, long wharf.
 St. John, coachman's hall.
 St. John, freight shed, long wharf.
 Rothesay, station and platform.
 Rothesay, tool house.
 Hampton, station and platform.
 Hampton, freight house.
 Hampton, baggage room.
 Cold Brook, coal house.
 Cold Brook, freight house.
 Brookville, kitchen.
 Torryburn, station platform.
 Riverside, coal house.
 Riverside, station platform.
 Quispamsis, station platform.
 Jubilee, station and platform.
 Nauwigewauk, coal house.
 Nauwigewauk, station and platform.
 Nauwigewauk, station.
 Lakeside, station.
 Passekeag, station closet.
 Bloomfield, tool house.
 Bloomfield, station platform.
 Bloomfield, coal house.
 Bloomfield, loading platform.
 Bloomfield, station.
 Norton, station and platform.
 Apohaqui, station and platform.
 Apohaqui, freight house.
 Sussex, station and platform.
 Sussex, coal house.
 Sussex, loading platform.
 Penobsquis, station and platform.
 Armstrong's, shelter.
 Salisbury, station platform.
 Salisbury, freight house.
 Moncton, rest house.
 Moncton, No. 11 cottage.
 Moncton, No. 6 cottage.
 Moncton, erecting shop and pits.
 Moncton, station platform.
 Moncton, general office.
 Moncton, janitress' cottage.

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Moncton, posts around platform.
 Moncton, round house.
 Moncton, switchman's shanty.
 Moncton, government cottage.
 Moncton, floor, brick car shop.
 Moncton, cattle pen.
 Moncton, telegraph office.
 Moncton, general office vault.
 Moncton, desk, freight claims' office.
 Moncton, carpenter shop.
 Moncton, boiler shop.
 Moncton, brick car shop.
 Moncton, sashes, boiler shop.
 Moncton, heating apparatus, government.
 Moncton, cottage, Main street.
 Sunny Brae, shelter.
 Humphrey's, platform.
 Harrisville, shelter.
 Shediac, platform.
 Point due Chene, roof, agent's dwelling.
 Point due Chene, platform.
 Point due Chene, round house.
 Point due Chene, ice house.
 Point due Chene, agents' dwelling.
 Painsec Junction, station.
 Painsec Junction, tool house.
 Calhouns, station and platform.
 Gayton's Crossing, shelter.
 Memramcook, coal shed.
 Memramcook, freight shed.
 College Bridge, station and platform.
 Upper Dorchester, station.
 Dorchester, station and platform.
 Sackville, station and platform.
 Aulac, platform.
 Fort Lawrence, platform.
 Amherst, station and platform.
 Amherst, coal shed.
 Amherst, baggage room.
 Napan, station.
 Napan, loading platform.
 Maccan, passenger platform.
 Athol, platform.
 Springhill Junction, station.
 Springhill Junction, coal shed.
 Pugsley's siding, loading platform.
 Salt Springs, platform.
 River Philip, station and platform.
 Thomson, station flue.
 Westchester, station platform.
 Wentworth, station and platform.
 Wentworth, station flue.
 Folleyh, station and platform.
 East Mines, station platform.
 East Mines, coal shed.

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Debert, loading platform.
Belmont, station platform.
Belmont, loading platform.
Belmont, tool house.
Onslow, platform.
Truro, station.
Truro, roundhouse.
Truro, ice house.
Truro, loading platform.
Truro, telegraph office.
Truro, restaurant.
Milden, station.
Brookfield, station.
Brookfield, cattle pen.
Brookfield, W.C. and coal house.
Brookfield, freight house.
Alton, station.
Stewiacke, station and platform.
Stewiacke, office.
Stewiacke, waiting room.
Stewiacke, loading platform.
Shubenacadie, station.
Milford, platform.
Elmsdale, freight house.
Elmsdale, station.
Enfield, cattle pen.
Oakfield, platform.
Grand Lake, platform.
Lakeview, station.
Prince's Lodge, shelter and platform.
Richmond, station.
Richmond, car shed roof.
Richmond, machine shop.
Richmond, lumber shed roof.
Richmond, roundhouse and roof.
Richmond, D.A.R. shed.
Richmond, cattle shed roof.
Richmond, coal shed.
Richmond, turntable.
Richmond, blacksmith shop.
Richmond, checker's office.
Richmond, shunter's shanty.
Richmond, tool house.
Halifax, North street, cattle pen and platform.
Halifax, North street, station.
Halifax, North street, train shed.
Halifax, North street, power house
Halifax, car shop roof.
Halifax, coal shed.
Halifax, cattle pen.
Halifax, roundhouse.
Halifax, D.W.T., loading platform.
Halifax, immigration building.
Halifax, overhead gallery, for pier No. 1 and 2.
Halifax, overhead gallery, from pier No. 3 to immigration building.
Halifax, carpenter shop.

Halifax, elevator.
Halifax, power house.
Halifax, D.A.R. freight house.
Halifax, southwestern telegraph office.
Halifax, baggage lifts, shed No. 2.
Halifax, platform, pier No. 2.
Halifax, doors, pier No. 4.
Halifax, pier No. 8.
Landsburg Siding, loading platform.
Landsburg Siding, tool house.
Gordon's Summit, flag station.
Glengarry, freight house.
Windsor Junction, platform.
Waverly, platform.
Dartmouth, platform.
Dartmouth, engine shed.
Dartmouth, freight house.
Oxford Junction, engine house.
Pugwash Junction, platform.
Pugwash, freight house.
Pugwash, station.
Tatamagouche, station.
Tatamagouche, platform.
Denmark, station.
River John, loading platform.
Meadowville, station and platform.
Meadowville, cattle pen.
Scotsburn, loading platform.
Scotsburn, station and platform.
Lyon's Brook, station.
Brown's Point, station and platform.
Sylvester, station.
Pictou, freight shed.
Pictou, station.
Pictou, station platform.
Pictou, engine house.
Pictou, ice house.
Pictou, old station platform.
Westville, station and platform.
Stellarton, round house.
Stellarton, platform.
Stellarton, freight shed.
Stellarton, station.
New Glasgow, platform.
New Glasgow, ice house.
New Glasgow, baggage room.
New Glasgow, loading platform.
New Glasgow, station.
New Glasgow, store room.
New Glasgow, freight shed.
West Merigomish, station.
Marshy Hope, station.
Antigonish, station steps.
Antigonish, station.
Heatherton, station.
Bayfield Road, freight shed.

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Afton, kitchen.
Tracadie, station.
Ceçil Road, station, car.
Pirate Harbour, coal shed.
Pirate Harbor, boiler room.
Pirate Harbor, platform.
Mulgrave, platform.
Mulgrave, freight shed.
Trenton, freight shed.
Point Tupper, station.
Point Tupper, dwelling house.
Point Tupper, platform.
Point Tupper, power house.
Point Tupper, coal house.
West Bay Road, station.
River Deny's, station.
Orangedale, station.
McKinnon's Harbour, station.
Iona, station.
Grand Narrows, station.
Grand Narrows, coal house.
Shenacadie, station.
Boisdale, station.
Barrachois, station.
George's River, station.
North Sydney Junction, station.
North Sydney, freight shed.
North Sydney, engine shed.
North Sydney, station.
Leitche's Creek, station.
Leitche's Creek, loading platform.
Barra Glen, shelter.
Sydney, station.
Sydney, carpenter shop.
Sydney, old roundhouse and shed.
Sydney, freight office.
Sydney, platform.
Sydney, roundhouse.
Sydney wharf, freight shed.
Loggieville, engine house.
Loggieville, tool house.
Chatham, station platform.
Chatham, station.
Chatham, freight house.
Chatham, roundhouse.
Nelson, station.
Cushman's, platform.
Blackville, station platform.
Blackville, freight shed.
Doaktown, station.
Boiestown, station.
Johnston's Road, station platform.
Forks, station platform.
Irving's Crossing, platform.
Cross Creek, freight house.
Marysville, station.

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Gibson, station platform.
 Fredericton, station platform.
 Fredericton, station.
 Fredericton, trackmaster's office in station.
 Canaan, station platform.
 Canaan, W.C.
 Adamsville, station.
 Adamsville, station platform.
 Harcourt, station platform.
 Harcourt, freight house.
 Kent Junction, station platform.
 Kent Junction, kitchen.
 Acadiaville, loading platform.
 Rogersville, tank.
 Barnaby River, station.
 Barnaby River, station platform.
 Chatham Junction, station.
 Chatham Junction, cattle pen.
 Chatham Junction, station platform.
 Derby Junction, station.
 Derby Junction, station platform.
 Millerton, station.
 Davidson's, platform.
 Indiantown, station.
 Indiantown, engine shed.
 Newcastle, coal shed and boxes.
 Newcastle, loading platform.
 Newcastle, station platform.
 Newcastle, roundhouse.
 Newcastle, freight shed.
 Newcastle, bonded room, in freight shed.
 Newcastle, station.
 Beaver Brook, coal shed.
 Beaver Brook, freight room.
 Red Pine, pump house.
 Gloucester Junction, station.
 Bathurst, station platform.
 Bathurst, station.
 Beresford, station.
 Nigadoo, station.
 Petit Roche, loading platform.
 Petit Roche, station.
 Jacquet river, coal shed.
 Jacquet river, lumber shed.
 Jacquet river, tank.
 Nash's creek, station.
 Nash's creek, cattle pen.
 Green Point, platform.
 Dalhousie Junction, loading platform.
 Dalhousie, kitchen.
 Dalhousie, coal shed.
 Campbellton, station platform.
 Campbellton, coal shed.
 Campbellton, engine-house.
 Campbellton, carpenter shop.
 Campbellton, office, locomotive foreman.

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Campbellton, station.
Campbellton, trackmaster's office.
Campbellton, tool-house.
Campbellton, freight shed.
Campbellton, superintendent's house.
Campbellton, despatcher's office.
Moffatt's, station platform.
Moffatt's, station.
Flat lands, station.
Matapedia, station.
Matapedia, station platform.
Matapedia, freight shed.
Matapedia, baggage-room.
St. Alexis, station platform.
St. Alexis, station.
Between Matapedia and Millstream, hand-car house.
Millstream, station platform.
Millstream, hand-car house.
Assametquaghan, station platform.
Assametquaghan, station.
Causapsca, station platform.
Causapsca, station.
Causapsca, coal-shed.
Causapsca, tool-house.
Salmon lake, station.
Amqui, station platform.
Amqui, section foreman's house.
Amqui, station.
Amqui, loading platform.
Amqui, freight shed.
Cedar Hall, station platform
Sayabec, station.
Sayabec, station platform.
St. Moise, coal shed.
St. Moise, cattle pen.
Little Metis, station platform.
Little Metis, station.
Little Metis, freight shed.
St. Octave, station platform.
St. Octave, coal shed.
St. Octave, station.
St. Octave, freight shed.
Ste. Flavie, coal shed.
Ste. Flavie, station.
Ste. Luce, station.
St. Anaclet, tank.
Rimouski, ice-house.
Bic, station.
Bic, platform.
St. Simon, station.
Trois Pistoles, station.
St. Eloi, station.
Isle Verte, station.
St. Arsene, station.
Rivière du Loup, platform.
Rivière du Loup, freight shed.

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Old Lake Road, station platform.
St. Alexandre, loading platform.
St. Paschal, station platform.
St. Paschal, station.
St. Phillippe de Neri, cattle pen.
River Ouelle, station.
River Ouelle, sheathing, telegraph office.
River Ouelle, coal shed.
River Ouelle, freight shed.
River Ouelle, telegraph table in station.
Letellier, River Ouelle Branch, station.
River Ouelle, agent's dwelling, drainage, &c.
Ste. Anne, station.
Ste. Louise, kitchen, agent's house.
Ste. Louise, station.
Elgin Road, station platform.
L'Islet, kitchen.
Montmagny, station platform.
St. Pierre, station platform.
St. Valier, station.
St. Michael, station platform.
St. Charles, station.
Harlaka Junction, station.
Lévis, platform, between baggage room and station.
Lévis, building for mechanical department.
Lévis, station platform.
Lévis, sidewalk between Lévis and Hadlow.
Lévis, house, Chapman property.
Lévis, cedar posts, along concrete platform.
Lévis, chimneys on houses, Chapman property.
Lévis, car inspector's shop.
Lévis, car inspector's shop.
Lévis, ice house.
Lévis, station.
Lévis, freight house.
Lévis, carpenter shop.
St. Romuald, loading platform.
Chaudière Curve, station.
Chaudière Curve, chimney, Giroux house.
Chaudière, doors in freight shed.
Chaudière, station.
St. Nicholas, station.
Chaudière Junction, pump house.
Chaudière Junction, engine house.
Chaudière Junction, chimney, office transfer shed.
Chaudière Junction, freight shed doors.
Laurier, station platform.
Laurier, station.
Laurier, station dwelling.
Delotbinere, tank.
Villeroi, coal shed, car top.
Villeroi, platform to coal shed.
Villeroi, station.
Villeroi, station platform.
Manseau, station.
Lemieux, storm doors.

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Daveluyville, cellar.
 Aston Junction, storm doors.
 St. Leonard Junction, platform.
 St. Leonard Junction, station.
 St. Monique, station platform.
 Nicolet, engine house.
 Nicolet, coal shed.
 Mitchell, cupboard in station.
 Mitchell, freight shed.
 St. Cyrille, station.
 St. Cyrille, coal shed.
 St. Cyrille, baggage room.
 Drummondville, station.
 Drummondville, cupboard, trackmaster's office.
 Drummondville, cupboard for battery jars, station.
 Bagot, station.
 Bagot, station platform.

BUILDINGS AND PLATFORMS.

New Work.

Portage pit, boarding house.
 Moncton, water-closets, in 12 railway employees' cottages.
 Moncton, track blacksmith shop.
 Moncton, track blacksmith shop, engine house.
 Moncton, track blacksmith shop, coal shed.
 Moncton, track blacksmith shop, office.
 Moncton, track blacksmith shop, desk, cupboard and shelves.
 Moncton, track blacksmith shop, cement floor near boiler.
 Moncton, new paint shop.
 Moncton, mixing room.
 Moncton, platforms, 675 feet.
 Pt. Du Chene, building for Marine Department.
 Painsec Junction, freight shed.
 Dorchester, shanty for mason's tools, &c.
 Aulac, station.
 Aulac, freight shed.
 McIntyre's Lake, station.
 McIntyre's Lake, freight shed.
 Red Pine, hand car house.
 Bathurst, pump house.
 Bathurst, coal shed.
 Charlo, cattle pen.
 Eel river, hand car house.

PAINTING.

St. John, coachman's house.
 Hampton, tank.
 Penobsquis, station.
 Petitecodiac, coal house.
 Petitecodiac, tank.
 Salisbury, station buildings.
 Moncton, station.
 Pt. Du Chene, station.
 Upper Dorchester, station.
 Evan's, station.
 Sackville, freight house roof.
 Nappan, station.
 Athol, station.

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River Philip, station.
Wentworth, station.
Folleigh, station.
Folleigh, tank.
Truro, tank.
Truro, freight shed.
Alton, station.
Belmont, station.
Glengarry, station.
Stellarton, tank.
Stellarton, car repair shop.
New Glasgow, baggage room.
Alton, tank.
River John, tank.
Merigomish, station, interior.
Piedmont, tank.
Avondale, station.
Barney's River, station.
Marshy Hope, station.
James' River, station.
South River, station.
Pomquet, station.
Heatherton, station.
Bayfield Road, tank.
Taylor's Road, station.
Mulgrave, tank.
Mulgrave, coverings on Ferry's Landing.
Point Tupper, coverings on Ferry's Landing.
Point Tupper, station and freight house.
West Bay Road, station.
River Denys, station.
Orangedale, station and freight house.
Estmere, station.
Ottawa Brook, station.
McKinnon's Harbour, station and freight house.
Christmas Island, station.
Iona, station.
Grand Narrows, station.
Shenacadie, station and freight house.
Beaver Cove, station.
Boisdale, station.
Barrachois, station.
North Sdney Junction, station.
Leitche's Creek, station.
Scotsburn, station, interior.
Canaan, station.
Adamsville, station.
Kent Junction, station.
Indiantown, station.
Moffat's, station.
Moffat's, section foreman's house.
Ste. Flavie, station.
Ste. Luce, station.
Sacre Coeur, station.
Bic, station.
St. Fabien, station.
St. Simon, station.

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Cacouna, station.
 Harlaka Junction, station.
 Hadlow, buildings.
 St. Nicholas, station.
 Laurier, station.
 St. Romuald, station.
 Carmel, station and buildings.
 St. Cyrille, station buildings.
 St. Germain, station and freight house.
 St. Eugene, station and freight house.
 Lavergne, station.
 Daveluyville, station buildings.
 St. Wenceslas, station buildings.
 St. Michel, station.
 Ste. Rosalie, w. closet.

MASONRY WORK DONE.

Buildings and Platforms.

Thomson, station flue.
 Westchester, station flue.
 Wentworth, station flue.
 North Sydney, track scales.
 North Sydney, freight shed wall.
 Chatham, round house.

GENERAL.

New buffers made and set up at different points on the line where required, and repairs made where necessary.

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

Gates and cattle-guards were repaired throughout the line.

Glass was put in and glazing done, where necessary.

A number of old box car tops were repaired and fitted up during the year for hand car and tool-houses.

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

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

Necessary repairs have been made to turn-tables, where required.

Painting has been done to the semaphores, switches and telegraph signals throughout the line, where required.

Necessary repairs were made to hand cars, trollies, baggage trucks and wheelbarrows, throughout the line.

Sign-boards were made and put up throughout the line where required.

Boxes were made for the packing of second-hand spikes and bolts, when required.

Necessary repairs were made to steam shovels when required.

I beg leave to say that the road, in every particular, has been maintained in its usual good condition, and from the remarks, which we hear from strangers, travelling over it, we feel that nothing has been neglected.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE,

Engineer of Maintenance of Way and Works.

D. POTTINGER, Esq.,

General Manager, Govt. Rys.,
 Moncton, N.B.

No. 1.—INTERCOLONIAL RAILWAY.

CAPITAL ACCOUNT, year ended June 30, 1906.

1905. June 30.	1906. June 30.	Dr.	1905.		1906.		Cr. By Dominion of Canada	cts.
			cts.	%	cts.	%		
To Cost of Intercolonial to date								77,473,557 73
To Expenditure for current year—								
Increased accommodation at Sydney			54,432 22					
Original construction			778 57					
To strengthen bridges			244,582 68					
To increase accommodation at Lewis			6,287 09					
Air brakes to freight cars			25,018 56					
To exchange drawbars of freight cars			16,000 00					
New machinery for locomotives and car shops			20,641 83					
To dredge and blast rock at Halifax			237 16					
Improvements at Little Meigs			4,926 74					
New station at Windsor, N. S.			16,605 25					
Increased accommodation at Stellarton			22,568 17					
Engine house, machine shop, &c., Riv. du Loup			26,548 04					
Engine house, &c., Claudiere Junction			26,492 93					
Increased accommodation at St. John			73,781 33					
Improvements at North Sydney			100,531 90					
To increase accommodation at St. Flavie			7,409 97					
Protection to Grand Narrows bridge			23,994 66					
Double-tracking parts of line			23,592 92					
Increased accommodation at Truro			206,918 74					
To reduce curve at Birch Cove			99,745 50					
Division of line at St. Leonard			39,798 17					
Improvements at Mitchell			4,894 98					
To increase accommodation at Moncton			1,780 37					
To increase accommodation at Halifax			88,187 08					
Improvements at Drummondville			394,371 66					
Increased accommodation at Antigonish			13,392 15					
Improvements at Newcastle			5,889 21					
Improvements at Campbellton			1,489 65					
Improvements at Sackville			1,339 71					
Increased accommodation at New Glasgow			1,255 00					
Additional sidings and spur lines			14,318 84					
Station at St. Moise			120,127 39					
Increased accommodation at Memramcook			2,625 97					
Subway near St. Fabien			4,114 45					
To increase accommodation at Amherst			18 00					
Semaphores at stations			8,270 42					
Rolling stock			2,502 84					
			1,291,234 77					

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Elevator at Halifax	3,474 35		
Improving grades on line	18,906 40		
Extension to Sydney Mines	42,402 70		
Steel rails and fastenings	379,956 74		
Fredericton and St. Mary's Bridge	300,000 00		
To increase water supply	32,007 84		
To put railway between Indian town and Blackville into condition for operation	42,016 37		
Coal handling machinery and appliances	959 96		
	36,781 02	1906, June 30...	By Dominion of Canada
		3,765,170 90	3,765,170 90
		81,238,728 63	81,238,728 63

E. & O. F.
MONCTON, N. B.

T. WILLIAMS,
Chief Acct. and Treas.

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No. 2.—INTERCOLONIAL RAILWAY.

REVENUE Account, Year ended June 30, 1906.

Previous Year.	Expenditure.	Year ended June 30, 1906.	Previous Year.	Earnings.	Year ended June 30, 1906.
§ cts.		§ cts.	§ cts.		§ cts.
3,116,653 49	Locomotive power.....	2,930,075 83	2,105,066 75	Passenger traffic..	2,297,716 52
2,040,133 13	Car expenses.....	1,617,119 70	4,373,178 55	Freight traffic....	5,019,805 53
1,722,616 65	Maintenance Way and Works	1,397,143 62	305,277 53	Mails and sundries	326,307 85
937,816 11	Station expenses.....	1,032,764 20			
535,541 85	General charges.....	586,267 90			
8,352,761 23		7,563,371 25			
16,065 52	Car mileage.....	121,456 89			
8,368,826 75		7,441,914 36			
140,000 00	Rental of leased lines.....	140,000 00			
8,508,826 75		7,581,914 36	6,783,522 83		7,643,829 90
		61,915 54	1,725,305 92	Balance.....	
8,508,826 75		7,643,829 90	8,508,826 75		7,643,829 90

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE Power, Year ended June 30, 1906.

Previous Year.		Year ended June 30, 1906.
§ cts.		§ cts.
26,729 19	Mechanical superintendent's salary, clerks, office and travelling expenses	27,461 61
747,779 65	Wages of drivers, firemen and cleaners.....	740,382 17
1,487,918 30	Fuel.....	1,407,402 73
45,192 75	Oil, tallow and waste and small stores.....	39,175 30
691,009 83	Repairs to engines, tenders and engine tools.....	574,502 85
47,355 31	Water, including pump and tank repairs.....	51,185 75
70,668 46	Miscellaneous.....	89,965 42
3,116,653 49		2,930,075 83

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No. 4.—INTERCOLONIAL RAILWAY.

CAR Expenses, Year ended June 30, 1906.

Previous Year.		Year ended June 30, 1906.
\$ cts.		\$ cts.
225,379 24	Repairs to passenger cars	167,767 08
43,564 62	Repairs to postal, express and baggage cars.....	37,641 41
739,885 73	Repairs to freight cars and vans	419,976 88
24,744 12	Repairs to snow ploughs and flangers.....	16,799 54
775,372 47	Wages of conductors, train baggage masters and brakemen	702,784 70
10,663 29	Oil and waste for packing	8,994 07
177,367 54	Small stores and fuel.....	175,794 26
43,156 12	Miscellaneous.....	87,361 76
2,040,133 13		1,617,119 70

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Way and Works, Year ended June 30, 1906.

Previous Year.		Year ended June 30, 1906.
\$ cts.		\$ cts.
8,682 82	Chief and assistant engineers salaries, clerks, office and travelling expenses	10,514 30
711,381 60	Wages in repairing roadway, fences, semaphores, including new sidings laid in	651,991 32
137,940 52	Rails and fastenings, including new sidings laid in.....	87,489 41
219,219 95	Ties	182,785 35
199,225 80	Timber, lumber, &c., for repairs to bridges, cattle-guards, snow sheds, fences, &c	236,597 20
44,579 00	Repairs to wharfs.....	16,867 59
112,101 44	Repairs to buildings and platforms, including extensions and additions to same.....	126,722 27
22,553 62	Repairs to tools	24,734 00
264,716 14	Cleaning snow and ice.....	55,380 62
2,215 76	Miscellaneous	4,061 56
1,722,616 65		1,397,143 62

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No. 6.—INTERCOLONIAL RAILWAY.

STATION Expenses, Year ended June 30, 1906.

Previous Years.		Year ended June 30, 1906.
\$ cts.		\$ cts.
797,065 54	Salaries and wages of station-masters, agents, clerks, telegraph operators, station baggage masters, yardmasters, switchmen and labourers.	881,056 92
140,750 57	Fuel, oil and light, stationery, tickets and other incidental expenses ...	151,707 28
937,816 11		1,032,764 20

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL Charges, Year ended June 30, 1906.

Previous Year.		Year ended June 30, 1906.
\$ cts.		\$ cts.
229,835 26	General manager, general superintendent, traffic manager, district superintendents, train despatchers, general freight agents, general passenger agents salaries, clerks, office and travelling expenses.	219,837 37
59,161 43	Chief accountant and treasurer, traffic auditor, paymaster, cashier's salaries, clerks, office and travelling expenses.	62,834 76
37,766 40	Damage to men, animals and goods.	46,134 75
63,324 57	Ferry service.	77,636 60
2,729 59	Telegraph expenses, not including pay to operators.	1,877 70
75,407 04	Miscellaneous, printing, advertising, &c.	105,984 86
67,317 56	Agency expenses.	71,348 36
	Gratuity to family of late C. J. Carter. \$ 103 50	
	Gratuity to widow of late general superintendent J. E. Price. 500 00	
		603 50
535,541 85		586,267 90

No. 8.—INTERCOLONIAL RAILWAY.

SPECIAL Votes, Year ended June 30, 1906.

Previous Year.	Rental of leased lines.	Year ended June 30, 1906.
\$ cts.		\$ cts.
140,000 00	Rent of Grand Trunk Railway—Chaudière Curve to Chaudière and St. Rosalie to Montreal, including the Victoria Bridge and terminals in Montreal.	140,000 00

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No. 9.—INTERCOLONIAL RAILWAY.

GENERAL STORES ACCOUNT, year ended June 30, 1906.

1905. June 30.	Dr.	\$	cts.	1906. June 30.	Cr.	\$	cts.
To Balance		1,171,129	08			3,860,819	32
To Purchases during year				By Issues during year		52,076	69
Changes from other departments				Sales material, fuel, &c.		277,840	04
Labour, &c.				Sales old material			
Staff pay rolls				By Balance—		706,949	41
				Ordinary stores, including fuel		792,774	42
				Steel rails and fastenings			
						4,190,736	05
						1,493,723	83
						5,684,459	88

E. & O. E.,
MONCTON, N.B.

T. WILLIAMS,
Chief Acct. and Treas.

No. 10.—INTERCOLONIAL RAILWAY.

GENERAL BALANCE, year ended June 30, 1906.

Dr.	\$	cts.	Cr.	\$	cts.
To Cash		31		2,255	777 83
Stations	197,100	30		20,559	79
Rents	6,255	14			0 07
Transportation ledger	11,228	01		3,513	50
General stores—					98 63
Ordinary stores, including fuel	\$700,949	41		51	44
Iron and steel rails and fastenings	792,774	42		1,190	18
To Dept. Accounts—				1,000	00
Militia and Defence	\$ 9,456	43		790	35
Marine and Fisheries	4,077	17		2,101	69
Public Works	15,363	01		12,900	14
Post Office	42,414	48		7,965	63
Agriculture	475	98		1,675	17
To Grand Trunk Ry.—Traffic	\$ 88,876	12		1	00
" " General	16,033	41		142	58
To Dominion Atlantic Ry.—Traffic	\$ 990	83		804	86
" " General	2,995	28		600	94
Can. Pacific Ry.—General	\$ 16,911	89			4 75
" " (N. Bk. Div.)	5,981	03			
" " Rolling stock					
Carquet Ry.					
Canada Coals and Ry. Co.					
Kent Northern Ry.					
New Brunswick Ry. and Coal Co.					
P. E. I. Railway					
Moncton and Buctouche Ry.					
Atlantic and Lake Superior Ry.					
Cape Breton Ry.					
Lochinière and Megantic Ry.					
Elgin and Haw-loek Ry.					
Boston and Vaibe Ry.					
Michigan Central Ry.					
Halifax and Southwest Ry.					
Pennsylvania Ry.					
Central Vermont Ry.					
Canada Atlantic Ry.					
New York Cent. and H. Riv. Ry.					
National Desp. Line					

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Maine Central Ry.	104 01
Inverness Ry. and Coal Co.	10,289 34
Newfoundland Ry.	735 93
Midland Ry. of Nova Scotia.	6 80
New York, New Haven and Hartford Ry.	34 42
Wabash Ry.	11 52
Cumberland Ry. and Coal Co.	3,407 43
New Brunswick and P. E. I. Ry.	2,087 01
Hampton and St. Martin's Ry.	1,400 31
Beersville Ry. and Coal Co.	353 20
Rome, W. and O. Line.	7 61
Texas Pacific Ry.	3 34
Vandalia line.	9 75
Missouri Pacific Ry.	2 97
Ballston Terminal Ry.	396 41
Quebec and Lake St. John Ry.	1 37
Great Northern Railway of Canada.	56 04
Balt. and Ohio Ry.	1 73
G. T. R. Suspense.	38 75
Chic., Ham. and Dayton Ry.	1 05
Erie Ry.	5 50
Tobique Valley Ry.	2,739 25
York and Carleton Ry.	545 67
Delaware and Hudson Ry.	32 71
Lehigh Valley Ry.	77 64
Chic. M. and St. Paul Ry.	6 22
Pennsylvania Co.	586 65
Lake Shore and Mich. So. Ry.	115 32
Imperial Oil Co.	1 45
Quebec Southern Ry.	27,236 52
Clev., Cin., Chic. and St. Louis Ry.	5 13
Dela., Lacka. and Western Ry.	5 69
St. Johnsbury and Lake C. Ry.	4 04
Huntington and Broad Top Mtn. Ry.	0 49
International and Great Northern Ry.	0 41
Canadian Northern Ry.	4 38
Pere Marquette Ry.	56 97
Drummond Co. Ry.	7,199 87
Chicago and Northwestern Ry.	0 73
Pitts, Shawmut and Northern Ry.	2,753 95
Receiver Quebec So. Ry.	8 22
Clev., Cin., Chic. and St. Louis Ry.	2 32
National Desp. G. E. Line.	
Eastern S.S. Co.	1 29
Sherbrook Tank Lime.	0 42
Trans. Ry. Commission.	11 10
Swift-Refrigerator Line.	15 43
N. Y., Chic. and St. Louis Ry.	5 28
Phil., B. and Wilmington Ry.	5 62
Louisville and Nashville Ry.	

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No. 10.—INTERCOLONIAL RAILWAY—Continued.
 GENERAL BALANCE, year ended June 30, 1906—Continued.

Deb.	\$	cts.	Cr.	\$	cts.
Pittsburg and L. E. Ry		6 38			
Canada Eastern Ry, general		0 42			
Chic. and North Western Ry		0 96			
St. Joseph S. B. and P. Ry		9 75			
Chicago Great Western Ry		0 91			
Chicago Rock Island and Pac. Ry		3 00			
Armour Car Lines		0 80			
Rutland Ry		19 20			
Chic. St. P., M. and O. Ry		3 29			
West Shore and Boston Ry		0 35			
Toronto, H. and B. Ry		35 75			
Merchant's Desp. Trans. Co.		2 77			
Central Branch Ry		0 67			
C., St. P. and Kansas City Ry		2 04			
Hocking Valley Ry		6 01			
Ala. and Vicksburg Ry		0 51			
Boston and Albany Ry		0 67			
Southern Pacific Ry		9 75			
Chin. Northern Ry		1 00			
Northern Central Ry		5 18			
Street's Western Car Co.		0 49			
Northern Pacific Ry		10 17			
California Fruit Express		19 56			
Atlantic Coast Line		11 47			
Ind., Ill. and Iowa Ry		2 24			
Minn., St. Paul and S. S. M. Ry		25 85			
Grand Rapids and Ind. Ry		0 73			
Phila. and Reading Ry		4 15			
Louisiana Western Ry		0 30			
Canadian Express Co.		14,618 16			
North Amer. Trans. Co.		2,347 33			
SS. <i>Manit.</i>		268 14			
N. S. Steel and Coal Co.		1,867 06			
Donn. Iron and Steel Co.		1,320 68			
Acadia Coal Co.		3,032 05			
Intercolonial Coal Co.		474 41			
Londonderry I. and M. Co.		18,501 48			
Dominion Coal Co.		9,970 62			
SS. <i>Fishoda</i>		18 50			
I. C. R. Ins. Assn.		188 03			
Interprovincial Nav. Co.		10 92			
Governor General's Transp.		2,271 78			

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American Loco. Co.	1,038 97
Central Telephone Co.	87 00
Western Union Telegraph Co.	298 63
Baldwin Loco. Co.	181 10
Standard Car Truck Co.	465 30
Montagny L. and P. Co.	1,189 59
Royal Visit.	9,264 25
Halifax Station Labour.	1,000 00
Engr. Contract Co.	518 68
Micmac Mining Co.	317 84
Car Victoria.	32 76
Canadian Bridge Co.	14 50
Car Alexander.	225 55
Washburn Co.	48 00
Loco. and Machine Co.	4 10
Sydney Cement Co.	898 55
Don. Tar and Chem. Co.	10 00
Pullman Co.	7 00
Loco. Appliance Co.	77 33
Pictou Station Labour.	200 00
Pictou Foundry Co.	754 01
Can. Iron and Foundry Co.	111 40
Minudie Coal Co.	1,783 58
Northern Nav. Co.	3 90
Phoenix Bidge Co.	4 77
C. P. R. Telegraph	285 13
Robb Engineering Co.	42 60
Portland Rolling Mills	859 27
Lake Superior Power Co.	145 59
Montreal Rolling Mills	279 28
SS. Verda.	50 78
SS. Lake Ontario.	17 04
Allan Steamship Line.	1,892 13
Uncurrent and failed notes.	82 20
Halifax and Cape Breton Ry.	1,151 42
Springhill and Parrsboro Ry.	3,161 99
Cold Brook Rolling Mills	1,967 41
Western Co.'s Ry. general traffic.	\$ 15,893 35
" " "	64 57
Schooner <i>Mary Jane</i> .	15,957 92
Remittances destroyed	71 30
Town of Dartmouth.	788 81
St. John Street Railway.	32,000 00
Elgin Branch Railway	31 00
Polson Iron Works	726 10
Union Bearing Co.	273 25
Dartmouth station.	928 18
St. Hyacinthe station.	\$ 8,013 73
Forestdale " "	8,879 05
	6 34

No. 10.—INTERCOLONIAL RAILWAY—Concluded.
 GENERAL BALANCE, year ended June 30, 1906—Concluded.

Dr.	%	cts.	Cr.	%	cts.
Campbellton ticket station.....		94 85			
Moncton freight ".....		20 00			
St. Annelet station.....		11 00			
Bel River ".....		32 61			
Trois Pistoles ".....		97 37			
Athol ".....		4 44			
Shediac ".....		34 70			
Bureka Mills ".....		13 56			
Halfax freight ".....		887 49			
Nashes Creek ".....		6 25			
Rockingham ".....		27 47			
New Glasgow ".....		633 90			
Sackville ".....		10 17			
Wentworth ".....		33 24			
Amherst freight station.....		3 31			
Boiesdale ".....		7 80			
Meunamcook ".....		7 54			
St. John freight ".....		3,096 46			
Red Pine ".....		20 00			
Nappan ".....		40 00			
Riviere du Loup ticket station.....		16 00			
" freight ".....		136 82			
New Castle station.....		102 75			
St. Alexandre ".....		25 90			
St. Louise ".....		0 66			
Nicolet ".....		39 53			
Derby Jct. ".....		231 04			
Campbellton freight station.....		25 00			
Kent Jct. station.....		28 38			
Gloucester Jct. station.....		78 87			
Iona ".....		72 71			
Isle Verte ".....		25 00			
Dalhousie ".....		19 69			
Valley ".....		6 65			
Bic ".....		22 00			
St. Arsene ".....		107 12			
St. Luce ".....		80 00			
Coal Branch ".....		65 84			
Welford ".....		55 00			
Bloomfield ".....		25 21			

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Nauyigewank	3 00	
Glengarry	5 00	
Individual accounts		23,153 45
Total		33,847 44
		\$ 2,309,219 55

Total..... 2,309,219 55

T. WILLIAMS,
Chief Accl. and Treas.

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INTERCOLONIAL RAILWAY.

INDIVIDUAL ACCOUNTS, June 30, 1906.

<i>Dr.</i>	
Price Bros	\$ 1,336 02
Chas. D. Ruddock	130 00
Trois Pistoles P. & P. Co.....	73 82
O. Guérette & Son.....	36 92
Rhodes, Curry & Co.....	3,600 23
F. E. Came.....	2,760 70
J. Norris & Co.....	22 22
Ryan & McDonald.....	3,736 29
M. Beatty & Son.....	1 14
Purcell & Fallon	11,672 77
A. R. McDonald	2 76
T. Malcolm	912 76
S. Cœnard & Co.....	510 21
Furness, Withy & Co.....	18 02
T. B. Calhoun.....	10 00
H. M. Price & Co.....	305 43
A. N. Whitman & Son.....	150 00
J. C. Brown.....	15 00
M. J. Haney.....	97 31
Capt. Newcombe.....	83 98
T. R. Campbell.....	3 00
S. Benoit	0 50
J. Hillis & Son.....	55 33
H. & A. Allan	4 50
Capt. J. A. Farguan.....	9 60
King Bros., Ltd.....	3 48
Wm. Roach	91 22
John Bertram & Son	151 73
G. S. Campbell & Co.....	11 47
Rathbun Co.....	1 50
Richards & Co.....	4 50
Leslie Hart & Co.....	0 25
W. C. Ross	0 43
J. H. McKay.....	60 84
E. F. Munroe.....	154 92
W. J. Hughes.....	40 00
J. W. C. McConnell.....	50 00
Geo. Skeffington.....	25 55
A. D. Ayer	25 00
Gray & Lawrence Bros	6 75
St. Francois Bridge Co.....	49 59
T. Atkinson.....	49 87
R. Hamilton.....	1,131 52
H. Atkinson.....	12 80
H. J. Cameron.....	1,679 07
J. J. McLeod.....	644 16
A. Forbes.....	82 18
P. E. Gallant.....	173 36
T. Cook & Sons	19 80
J. Richards & Son.....	116 24
Wallace Ross	33 70
J. N. Pouliot.....	352 20
R. A. & J. Stewart.....	41 39
Pickford & Black.....	159 34
L. R. Harrison	1,343 41
G. McDougall & Co.....	1,466 00
H. M. Hamilton	316 66
Total.....	33,847 44

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No. 11.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, June 30, 1906.

	1905.	1906.
Mileage of railway	1,414·67	1,445·92
Engine mileage.....	9,410,293	9,304,511
Train mileage	7,296,745	7,424,831
Car mileage	88,255,277	93,746,123
Receipts per engine mile..... Cents	72·08	82·15
" mile of railway..... Dollars	4,795·13	5,286·48
Percentage of passenger earnings to gross earnings.....	31·03	30·06
" freight " "	64·47	65·67
" other " "	4·50	4·27
Expenses per engine mile—		
Drivers, firemen and cleaners' wages..... Cents	7·95	7·96
Fuel.....	15·81	15·13
Oil, tallow, waste and small stores..... "	·48	·42
Repairs to engines.....	7·34	6·17
Water and tank repairs..... "	·51	·55
Miscellaneous..... "	·75	·96
Total.....	32·84	31·19
Mechanical superintendent's salary, office and travelling expenses.....	·28	·30
	33·12	31·49
Locomotive power per engine mile..... Cents.	33·12	31·49
Car expenses..... "	21·68	17·38
Maintenance way and works per engine mile..... "	18·30	15·02
Station expenses per engine mile..... "	9·97	11·10
General charges "..... "	5·69	6·30
	88·76	81·29
Less car mileage.....	·17	1·31
	88·93	79·98
Rental of leased lines.....	1·49	1·50
Total per engine mile.....	90·42	81·48
Locomotive power per train mile..... Cents.	42·71	39·46
Car expenses..... "	27·96	21·78
Maintenance way and works per train mile..... "	23·61	18·82
Station expenses..... "	12·85	13·91
General charges "..... "	7·34	7·90
	114·47	101·87
Less car mileage.....	·22	1·64
Total.....	114·69	100·23
Rental of leased lines.....	1·92	1·89
Total per train mile.....	116·61	102·12
Working expenses per mile of railway :—		
Ordinary.....	5,915·74	5,146·83
Rental of leased lines.....	98·96	96·83
	6,014·70	5,243·66

T. WILLIAMS,
Chief Acct. and Treas.

E. & O. E.,
MONCTON, N.B.

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INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE SUPERINTENDENT OF MOTIVE POWER,
MONCTON, N.B., August 27, 1906.

SIR,—I have the honour to submit herewith the annual report of the operations of this department for the fiscal year ended June 30, 1906.

I might add that the general condition of the rolling stock is good, with the exception of cars and locomotives condemned, and shown in the attached report.

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

G. R. JOUGHINGS,
Supt. of Motive Power.

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

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ACCOUNTANT,
MONCTON, N.B., July 31, 1906.

SIR,—I beg to submit the following report of the operations of the mechanical department for the fiscal year ended June 30, 1906.

A.—Statement showing the number of locomotives and the various classes of cars.

B.—Statement showing the locomotive and car mileage and the average number of passenger and freight trains hauled per mile run by locomotives.

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 locomotive and car shops at Moncton, and in the shops at Rivière du Loup and Richmond.

During the year the following rolling stock was purchased on capital and on revenue account:—

On capital, to increase the equipment: 16 passenger locomotives, Pacific type; 5 combination second-class sleeping and baggage cars; 360 box cars; 25 refrigerator cars; 130 convertible dump cars; 20 vans; 10 wing elevator snow-ploughs; 2 double track snow-ploughs; 2 flangers; 5 steam cranes for handling coal; 2 ballast plough cars.

On revenue, to replace smaller type: 19 box cars, 60,000 lb. capacity.

The following rolling stock was rebuilt in the shops at Moncton during the year: 1 box car, 26 platform cars, 1 flanger.

Four new passenger locomotives were commenced and were well advanced when a fire, which partly destroyed the shops, occurred on the night of February 24, and put a stop to this work, and practically paralyzed all the regular work of the shops for several weeks.

The fire referred to above totally destroyed the paint shop, the freight car repair shop and the woodworking machine shop; and partly destroyed the boiler shop, brass foundry and the boiler room; and slightly damaged the iron turning shop. Temporary shops have been built to take the place of those destroyed, and those that were damaged have been repaired.

The following rolling stock was totally destroyed in the paint and car repair shops: 1 official car, 1 first-class sleeping car, 2 second-class sleeping cars, 1 dining car, 4 first-

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class passenger cars, 1 second-class passenger car, 1 postal car, 2 express and baggage cars, 5 box cars, 7 platform cars, 1 twenty-ton coal car, 26 cars in all.

In addition to these 26 freight cars were more or less damaged.

All the small tools in the paint, car repair and woodworking shops were practically destroyed, and some of the machinery was so badly damaged that it was beyond repair and had to be replaced.

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

J. J. WALKER,
Mechanical Accountant.

The following work was done in the shops at Moncton:—

MONCTON.

Locomotive shops.

124 locomotives received general, 10 heavy and 52 light repairs.

2 new boilers, 2 new fireboxes, 14 tube sheets and 6 side sheets were made and applied, besides 2 tube sheet and 7 side sheets patched.

22,753 tubes were repaired and put in boilers.

153 boilers were tested.

152 smoke stacks were made.

123 tenders received repairs.

2 new steel cabs were made.

4 wooden cabs were made.

44 pilots were made.

11,658 stay bolts were put in fire boxes.

73 fire boxes were patched.

70 engine truck and 20 tender truck wheels were re-tired.

176 driving wheels were re-tired.

563 pairs of engine and tender truck wheels were turned off.

348 pairs of driving tires were turned off.

21 crank pins and 16 cylinders were made and applied.

371,000 bolts were threaded.

10,058 studs were screwed.

101,800 lb. nuts were tapped.

127 engines and tenders were painted.

Blacksmith shop.

1,968,743 pounds iron forgings and 258,922 pounds steel forgings made.

532,633 bolts were forged.

Brass Foundry.

44,721 pounds brass castings were made.

266,755 pounds brass bearings were made.

15,386 pounds Babbit metal was made.

23,314 pounds antimonial lead was made.

756 sets metallic piston rod packing were made.

942 sets valve stem packing were made.

Special work was done as follows—

A large amount of work was done on store orders and on repairs to the ss. *Scotia* at Mulgrave.

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A large amount of work was done in repairing the plumbing at stations and dwelling houses along the line.

All the station stoves from Moncton to Ste. Flavie, Richmond, St. John, Sydney and on the Canada Eastern Division were overhauled and repaired.

All the boilers, locomotive and stationary, from Moncton to Ste. Flavie, Richmond, St. John, Sydney and on the Canada Eastern Division were tested, reported on, and repaired where required.

There was also a large amount of work done on repairs to the Pintsch gas plant.

The following patterns were made:—

650 for brass castings.

400 for cast iron, malleable and steel castings.

100 patterns for cast iron, malleable and steel castings were remodelled.

The regular work of the shops was interfered with very much on account of the disastrous fire which destroyed part of the shops on the night of February 24, and in consequence the output of the shops for the year has been largely reduced.

The boiler shop and brass foundry, with all the contents, were badly damaged, and the machine shop, with a large part of the machinery, was also damaged, together with the large engine that runs the machinery.

A temporary engine was installed until the large engine could be repaired.

The boiler room was badly damaged and the boilers slightly.

After the fire the men were employed for some time in clearing up the ruins, and in repairing the buildings and machinery, and in getting the machinery in working order.

New machinery was purchased and set up in the place of that totally destroyed.

In the blacksmith shop two new forges were made and put up, one new steam hammer was installed, two new cranes were made and put in, one new shears put in, one new hydraulic spring buckling machine was made and put in, and one new No. 9 Sturtevant blower put in. The partition between the old and repaired shops was torn down and the two parts made into one shop. Truss work was put in to support the roof. There was also a large number of new tools made and put in use in place of those destroyed by the fire.

In the turning shop there were one large and two small bolt threading machines installed to replace the ones destroyed by the fire. One new 48-inch wheel lathe, one new 40-inch boring mill and one new slotter were installed during the year. These were badly damaged by the fire, but were repaired and put in use again.

Two new lathes, one new nut facing machine and one new Cleveland automatic turret lathe were installed.

Six new hoists or travelling cranes were put up in erecting shop.

The air compressor, large and small rollers, hydraulic pump, big shears and three punches were badly damaged by the fire, but were repaired and put in working order again.

The large plate roller was practically rebuilt after the fire.

The brass bush boring machine was repaired.

Two large travelling hoists in the boiler shop were repaired and about 250 feet of shafting and hangers were repaired and straightened out.

The work of rebuilding four new locomotives was commenced and the work was well advanced when the fire in February put a stop to the work.

Now that the shops are running again the work on these locomotives will be pushed with all possible despatch.

RIVER DU LOUP SHOPS.

29 locomotives received general repairs.

21 locomotives received medium repairs.

23 locomotives received specific repairs.

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- 13 fire boxes were patched.
- 44 boilers were retubed.
- 69 boilers were tested.
- 192 driving tires were turned off.
- 74 engine truck tires were turned off.
- 292 tender truck tires were turned off.
- 2 side rods, 2 main rods, 3 crank pins, 3 cabs, 22 pilots and 1 tender frame were made and put in service.
- 57 engines and tenders were painted.
- 6,323 bolts were forged.
- 30,462 bolts were screwed.
- 2,148 studs were screwed.

The freight cars on this district were kept in repair and a large amount of work was done for other departments of the railway.

RICHMOND SHOPS.

- 15 locomotives received heavy repairs.
- 2 locomotives received medium repairs.
- 137 locomotives received specific repairs.
- 16 fire boxes were patched.
- 17 boilers were retubed.
- 45 boilers were tested.
- 36 driving tires were turned off.
- 122 engine truck tires were turned off.
- 766 tender truck tires were turned off.
- 3 crank pins, 7 pilots and 4 tender frames were made and put in service.
- 18 engines and tenders were painted.
- 19,484 bolts were forged.
- 48,562 bolts were screwed.
- 2,323 studs were screwed.

The freight and passenger cars on this district were kept in repair and a large amount of work was done for other departments of the railway during the year.

WATER SERVICE.

This service has been maintained in efficient condition over the whole line.

CAR SHOPS.

The following cars were rebuilt at Moncton: 1 box car, 26 platform cars, 1 flanger, to replace a similar number condemned.

The following rolling stock received heavy repairs: 3 official, 2 parlour, 28 sleeping, 5 dining, 111 freight cars, 1 steam crane, 7 flangers, 47 second-class, 19 postal, 31 baggage, 7 vans, 3 steam shovels, 8 snow ploughs, 6 wing ploughs.

The following rolling stock received medium repairs: 4 first-class, 2 baggage, 1 snow plough, 1 postal, 1 flanger.

The following rolling stock received light repairs: 78 first class, 30 postal, 1 parlour, 1 wing plough, 21 vans, 51 second-class, 29 baggage, 14 sleeping, 1 flanger, 5,720 freight cars.

The following cars were scraped, filled and varnished: 5 sleeping, 1 parlour, 1 dining.

The following cars were scraped and varnished: 4 first-class, 2 second-class, 6 colonist, 10 combined.

The following cars were painted and varnished: 31 second-class, 14 first-class, 4 baggage and express, 4 combined, 1 colonist, 11 vans.

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The following cars were cleaned and varnished: 27 sleeping, 3 parlour, 13 colonist, 28 baggage and express, 11 dining, 68 first-class, 17 combined postal and smoking.

The following rolling stock was painted: 373 box cars, 50 gondolas, 9 snow ploughs, 3 steam shovels, 350 platform, 7 wing ploughs, 9 flangers, 1 steam crane.

Special work was done as follows: 5,550 new chilled wheels were pressed on axles, 2,365 second-hand chilled wheels were pressed on axles, 255 new steel wheels were pressed on axles, 260 second-hand wheels were pressed on axles, 1,050 new axles were turned, 320 freight cars were changed from link and pin to M.C.B. coupler, 238 freight cars equipped with Westinghouse air-brakes.

The following rolling stock was fitted with air signal appliances: 1 flanger, 4 wing ploughs.

The wings of one plough were made to open by compressed air.

The following rolling stock was equipped with straight air: 2 diamond flangers, 1 flanger with straight air and whistle pipe, 20 hand-cars were built, 11 hand-cars received heavy repairs, 7 new push cars were built, 5 push cars received heavy repairs, 50 hand-car wheels were built, 10 new cars were built for shop use and 8 new freight trucks were built.

In addition to the lumber prepared for the above repairs to cars, there was 206,143 feet of lumber milled on store orders.

A large amount of repairs was also done to chairs, ticket cases, station furniture and foot boards on store orders.

The fire, which occurred on February 24, totally destroyed a large part of the machinery in the car shops and seriously damaged the remaining part.

The following new machines were put in to replace those totally destroyed: Rip saw with iron table, band saw, turning lathe, variety moulder, boring machine, mortising machine, cutting off saw, rip saw and table, buzz planer, matcher and surface planer.

A new truck for hauling lumber, a bench for filing saws, an oil tank for car shop engine, a bench for carpenters' use and a case for tools were rebuilt after the fire.

The following machines were repaired and put in service after the fire: 1 large stationary engine, 3 wheel boring machines, 2 spindle drills, 4 emery wheels on shaft, 1 pony planer, 1 buzz planer, 1 machine for grinding planer knives, 2 wheel lathes, 2 spindle drilling machines, 1 vice for filing saws, 1 filing machine for filing band saws, 1 axle lathe, 2 air hoists, 1 hydraulic press.

All the shafting and pulleys were replaced and put in working order after the fire.

The output of the car shops for the year was largely reduced on account of the fire.

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A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and of the other classes of Rolling Stock on July 1, 1905, and June 30, 1906.

	Locomotives.	First Class Sleepers.	Second Class Sleepers.	Parlour Cars.	Dining Cars.	First Class Passenger.	Second Class Passenger.	Postal and Smoking.	Express and Baggage.	Air Brake Instruction.	Box Freight.	Refrigerator.	Platform, 10, 15, 20 and 30 tons.	Tank Cars.	Hoppers, 6 and 15 tons.	Condola, 15 and 20 tons.	Coal Cars, 20 tons.	Stock Cars.	Convertible Dump Cars.	Vans.	Total.	Auxiliary Tool Cars.	Snow Ploughs.	Wing Ploughs.	Double-track Ploughs.	Ploughs.	Rotary Snow Ploughs.	Steam Cranes.	Ballast Spreading Cars.	Total Cars.	
On hand serviceable July 1, 1905.....	329	41	35	9	9	136	96	35	60	1	5,636	79	2,840	15	944	17	471	117	.....	99	10	21	53	10	23	2	3	.....	112		
Condemned July 1, 1905.....	2	.....	.....	.....	.....	1	1	.....	.....	.....	5	.....	.....	.....	55	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Received during the year on capital account.....	331	41	35	9	9	137	97	36	60	1	5,636	84	2,840	15	999	17	471	123	.....	99	10,7	21	53	10	23	2	3	.....	112		
Changed from platform to tank cars.....	16	5	.....	.....	.....	.....	.....	.....	.....	.....	360	25	.....	.....	.....	.....	.....	.....	130	20	540	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	347	41	40	9	9	137	97	36	60	1	5,996	109	2,830	25	999	17	471	123	130	119	11,249	21	53	20	25	2	3	.....	128		
Condemned July 1, 1905.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	.....	55	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Condemned during the year.....	4	.....	.....	.....	.....	1	1	.....	.....	.....	70	.....	61	.....	25	.....	8	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Destroyed by fire at Moncton.....	1	2	.....	.....	.....	1	5	1	2	.....	5	.....	7	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	6	1	2	1	1	6	2	2	2	.....	75	5	68	.....	80	.....	9	9	.....	2	264	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total condemned.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rebuilt during the year.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
To be rebuilt.....	6	1	2	1	1	6	2	2	2	.....	55	5	42	.....	80	.....	9	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Add serviceable and repairing.....	341	40	38	9	8	131	95	34	58	1	5,941	104	2,788	25	919	17	462	114	130	117	11,031	21	53	20	25	2	3	.....	128		
.....	347	41	40	9	9	137	97	36	60	1	5,996	109	2,830	25	999	17	471	123	130	119	11,249	21	53	20	25	2	3	.....	128		
Total equipment.....	347	41	40	9	9	137	97	36	60	1	5,996	109	2,830	25	999	17	471	123	130	119	11,249	21	53	20	25	2	3	.....	128		

E. & O. E.

Moncton, N. B., June 30, 1906.

J. J. WALKER.

Mechanical Accountant.

B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage year ended June 30, 1906.

MONTHS.	LOCOMOTIVE TRAIN MILEAGE.		CAR MILEAGE.						
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.	Snow Ploughs.	Average Passenger.	Average Freight.
1905.									
July	305,341	339,897	1,184,323	485,619	5,667,296	7,337,288	185	5.46	16.67
August	310,374	364,852	1,218,402	494,165	6,127,313	7,839,880	76	5.51	16.79
September	255,505	361,028	1,047,706	435,412	6,255,916	7,739,034	.....	5.80	17.33
October	214,316	357,776	787,496	378,338	6,226,300	7,392,134	1,379	5.44	17.40
November	201,682	366,375	728,071	373,798	6,295,852	7,397,721	556	5.46	17.18
December	208,980	401,152	764,377	392,935	6,833,668	7,990,920	6,603	5.54	17.93
1906.									
January	203,158	412,866	717,987	377,762	6,713,728	7,809,417	8,190	5.39	15.16
February	174,678	465,288	603,570	332,082	6,524,734	7,400,386	5,628	5.35	16.09
March	202,410	455,231	736,163	380,666	7,402,722	8,519,551	10,681	5.51	16.26
April	191,084	446,420	750,223	366,686	7,763,860	8,980,769	520	5.85	17.39
May	202,683	404,294	736,434	390,811	6,651,389	7,778,634	.....	5.56	16.45
June	224,025	385,446	840,862	422,549	6,337,028	7,600,439	.....	5.64	16.44
Total	2,694,236	4,730,595	10,115,614	4,830,763	78,799,746	93,746,123	33,818	5.54	16.65

J. J. WALKER,
Mechanical Accountant.

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C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for year ended June 30, 1906.

MONTHS.	CONSUMPTION.							AVERAGE CONSUMPTION PER 100 MILES.				
	Hours in Steam.	Locomotive Mileage.	Tons of Coal.	Pints of Engine Oil.	Pints of Valve Oil.	Pounds of Waste.	Miles run to one hour in Steam.	Pounds of Coal.	Pints of Engine Oil.	Pints of Valve Oil.	Pounds of Waste.	
1905.												
July.....	78,561	810,594	31,756	34,067	13,905	17,857	10.32	8,775	4.20	1.73	2.20	
August.....	81,553	842,029	33,565	33,793	13,917	17,666	10.33	8,929	4.01	1.65	2.10	
September ..	78,299	779,561	32,975	29,301	12,214	16,958	9.95	9,475	3.76	1.57	2.18	
October.....	73,301	725,805	31,634	26,394	10,898	15,890	9.90	9,762	3.64	1.51	2.19	
November.....	71,452	713,258	32,776	26,117	11,139	16,650	9.91	10,283	3.66	1.56	2.33	
December.....	79,008	768,094	37,004	28,641	12,582	17,874	9.72	10,791	3.73	1.64	2.33	
1906.												
January.....	82,252	809,382	37,974	33,275	13,894	20,911	9.84	10,509	4.11	1.72	2.58	
February.....	74,145	727,316	34,776	27,000	11,187	17,327	9.81	10,710	3.71	1.54	2.38	
March.....	83,653	822,048	39,568	32,031	13,431	19,711	9.08	10,782	3.89	1.63	2.40	
April.....	79,172	789,619	35,118	31,884	13,008	19,992	9.97	9,962	4.04	1.65	2.53	
May.....	75,099	758,156	31,848	30,825	12,908	19,772	10.10	9,409	4.07	1.70	2.61	
June.....	74,245	758,589	29,257	30,589	12,014	19,340	10.22	8,638	4.03	1.58	2.55	
	931,240	9,304,511	408,251	363,917	151,097	219,948	9.93	9,828	3.90	1.62	2.36	

E. & O. E.,

MONTGOMERY, N.B., June 30, 1906.

J. J. WALKER,
Mechanical Accountant.

6-7 EDWARD VII., A. 1907

D.—INTERCOLONIAL RAILWAY.
 STATEMENT of Locomotive Power, for each month, from July 1, 1905, to June 30, 1906.

Month.	Miles run by Locomotives.	AVERAGE PER 100 MILES.															
		Superintendence.	Wages.	Fuel.	Oil and Waste.	Repairs.	Water.	Engine Houses and Turn-tables.	Total.	Superintendence.	Wages.	Fuel.	Oil and Waste.	Repairs.	Water.	Engine Houses and Turn-tables.	Total.
1905.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	% cts.	% cts.	% cts.	\$ cts.	\$ cts.	\$ cts.	% cts.	% cts.	\$ cts.	\$ cts.
July	810,594	2,211 36	64,218 83	112,292 33	3,782 12	47,413 27	5,041 87	5,551 86	240,511 64	27	7.92	13.85	.47	5.85	62	.69	29.67
August	842,029	2,449 21	66,392 85	115,406 62	3,305 53	49,948 69	4,132 52	6,372 26	247,917 68	29	7.88	13.71	.38	5.93	49	.76	29.44
September	779,561	2,266 38	62,020 17	112,814 16	2,752 68	46,071 86	5,547 92	5,193 19	235,666 36	29	7.96	14.47	.35	5.91	71	.67	30.35
October	725,865	2,345 38	59,675 77	110,767 13	2,783 78	45,861 14	3,646 84	6,197 90	231,277 94	32	8.21	15.26	.38	6.32	52	.85	31.86
November	713,258	2,279 25	57,959 62	112,917 67	2,787 09	51,634 99	4,600 85	7,853 60	240,032 98	32	8.13	15.83	.39	7.24	64	1.10	33.65
December	768,094	2,435 85	60,914 93	120,778 75	3,296 38	41,438 75	6,140 11	8,845 57	243,850 34	32	7.93	15.72	.43	5.39	89	1.15	31.74
1906.																	
January	809,382	2,103 20	63,851 48	127,563 49	3,798 70	52,671 42	10,394 37	10,128 17	270,450 83	26	7.89	15.75	.47	6.51	28	1.25	33.41
February	727,316	2,182 42	55,717 23	118,568 33	2,919 00	51,901 08	4,018 98	9,548 67	244,855 71	30	7.66	16.30	.40	7.14	55	1.31	33.66
March	822,048	2,361 02	64,982 31	138,489 65	3,739 50	47,962 12	3,715 36	9,043 33	270,323 33	28	7.90	16.84	.45	5.86	45	1.10	32.88
April	789,619	2,208 02	62,977 43	125,397 49	3,759 55	52,095 98	4,411 20	7,846 67	259,296 34	28	7.98	15.97	.47	6.59	56	.99	32.81
May	758,156	2,354 35	62,669 92	114,324 08	3,354 71	42,659 53	3,831 55	6,640 53	235,834 69	31	8.27	15.08	.41	5.63	50	.87	31.10
June	758,589	2,265 17	59,091 63	97,543 05	2,896 26	44,844 09	4,325 82	6,743 67	209,058 05	30	7.79	12.86	.38	5.91	57	.89	27.56
	9,304,511	27,461 61	740,382 17	1,407,402 73	39,175 30	574,502 85	51,185 75	89,965 42	2,930,075 83	29	7.95	15.13	.42	6.19	54	.97	31.49

J. J. WALKER,
 Mechanical Accountant.

E. & O. E.,
 MONROE, N.B., June 30, 1906.

SESSIONAL PAPER No. 20

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the expenses of the Mechanical Department for year ending
30 June, 1906.

The miles run by trains.....	7,424,851
" " engines.....	9,304,511
" " snow-ploughs.....	93,746,123
	33,818
Cost of locomotive power.....	\$2,930,675 83
Cost of car repairs—	
Repairs to passenger cars.....	\$167,767 08
" postal and express baggage.....	37,641 41
" freight cars and vans.....	419,976 88
Oil and waste for packing.....	8,994 07
Snow ploughs and flangers.....	16,799 54
	\$651,173 98
The cost of locomotive power—	
For 100 miles by trains.....	\$39 46
" " engines.....	31 49
" " cars and ploughs.....	3 92
The cost of repairs to cars and ploughs—	
Per 100 miles by trains.....	\$8 77
" " engines.....	6 99
" " cars and ploughs.....	0 69
The cost for oil and waste for packing—	
Per 100 miles by trains.....	0 12
" " engines.....	0 09
" " cars and ploughs.....	0 02
The cost of repairs to cars per 100 miles run by them—	
Passenger.....	\$1 66
Postal, express and baggage.....	0 78
Freight cars and vans.....	0 53
Ploughs and flangers.....	49 68

E. & O. E.,
Moncton, N.B., June 30, 1906.J. J. WALKER,
Mechanical Accountant.

6-7 EDWARD VII., A. 1907

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1906.							
July 1.	24.45	...	Shunter	Yardm ^r ter Lavolette	Bliss Lutes	120	Campbellton
" 8.	21.25	Spl.	Freight	N. Siros	F. Gendron	300	Ste. Anne
" 10.	21.00	...	Shunter	Yardm ^r ter Lavolette	— Lutes	120	Campbellton
" 11.	...	153	Express	A. Bouchard	G. Goddard	200	Hadlow
" 15.	10.45	148	Freight	T. Dussault	H. Johnston	175	Carmel
" 19.	16.45	76	"	J. L. Hebert	J. Gorham	246	St. Arsène
" 21.	16.30	...	...	...	...	...	Levis
" 23.	1.40	Spl.	Freight	A. Jarest	J. Lacroix	92	Beleil
" 28.	11.00	4	Express	J. W. Coles	{ W. J. Coffey — Sterling	{ 192 42	{ St. John.
" 29.	21.30	Spl.	Freight	D. Sweeney	J. King	292	Chatham Jct
Aug. 2.	4.20	47	"	J. Wilson	J. Quinn	72	L'Anse à Giles
" 4.	10.40	...	...	...	...	286	St. John
" 5.	...	...	...	...	...	...	Hadlow
" 7.	6.10	Spl.	Working	R. G. Duff	A. Russell	88	Gloucester Jct.
" 10.	22.35	75	Freight	W. J. Ellis	C. Skinner	291	Windsor Jct.
" 10.	15.10	153	Express	J. Huppe	L. Tardif	70	Montmagny
" 11.	6.00	452	Freight	H. Aubin	W. Brock	132	River Ouelle
" 14.	...	74	"	— Wood	— Fillmore	...	Oxford Jct.
" 15.	6.45	Spl.	"	Jos. Proulx	F. Gendron	265	St. Paschal
" 18.	24.00	...	...	...	...	...	Halifax
" 21.	23.00	9	Express	— Johnson	C. Edwards	156	Truro
" 21.	...	50	Freight	...	...	...	St. Jean Port Joli
" 22.	24.30	Spl.	"	M. Turgeon	P. Michaud	256	Hadlow
" 22.	...	...	...	...	...	...	Near Sydney
" 24.	15.00	...	Shunter	Foreman E. Harvey	R. Linden	18	Moncton
Sept. 2.	8.15	199	Express	John Berry	L. King	164	Bedford
" 15.	5.30	Spl.	Freight	A. Jarest	H. Duclos	91	St. Eugene
" 24.	3.00	12	Mixed	F. Palmer	J. Moody	243	Moncton
" 28.	16.10	Spl.	Freight	J. E. Fleming	J. W. Gunning	10	Trenton
" 29.	23.13	49	"	L. S. Poulet	Chas. Mercier	217	Hadlow
" 29.	...	...	...	...	...	...	St. Henri Jct.
" 30.	...	...	...	...	...	...	Bathurst
" 30.	13.00	26	Express	W. J. Dickson	Theo. Wilkins	314	Bloomfield

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1906.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Albert Roy	Employee	While shunting, stepped on rail.	Foot badly injured.	
Alf. Maltais	"	Fell off tender of engine.	Back injured	
A. Ayer	"	While coupling cars.	Finger smashed.	
Donat Dechenes	"	Jumping off train.	Arm and knee bruised.	
Alphonse Martin	"	Stepped on a nail	Foot injured	
Mrs. Thos. Therriault and daughter.	Neither.	Buckboard struck on public crossing.	Both badly bruised and wounded	
Indian	"	Walking over track and fell on rail.	Head badly cut.	
John Guay	Employee	While shunting, fell under car.	Right hand and foot cut off.	
J. J. Gleason	Passengers.	Rough shunting.	Slightly injured.	
Mrs. Benj. Andrews.				
Mrs. Alice Mamm				
Mrs. A. Keenan and child.				
Mrs. W. E. Hamill.				
Miss G. Driscoll	Employee	While coupling cars	Finger jammed.	
D. Sweeney	"	Fell off engine	Arm broken.	
Octave Veilleux	"	While leaning out of cab window, head struck against lamp bracket on car.	Head injured	
D. B. Stevens	Neither.	Found dead on Jalbert public road crossing.	Fatal	Accidental.
Joseph Aubin	Employee	Sleeping on track. Raised his head up as No. 34 train was passing and was struck.	"	"
Leo. Harriman	Neither.	Supposed to have been stealing a ride and fell under cars.	Arm cut off	
Clifford Atkinson	Neither.	On load of hay which was struck by train on crossing.	Cut and bruised.	
Jos. Couillard (9 yrs)				
Geo. Couillard (6 yrs)				
B. Couillard (7 yrs)				
Louis Anctil	Employee.	While loading freight, piano fell on him.	Leg bruised.	
E. Hunter	"	While shunting	Finger smashed.	
Theo. St. Jean	Neither.	Crossing between cars	Foot smashed.	
E. McEachern	Employee.	Handle of semaphore flew up and struck him.	Head cut	
Joseph St. Amour	Neither.	Getting on train between engine and baggage car, fell and was run over.	Fatal	Accidental.
Geo. Lapointe	Employee.	While unloading freight, fell off gangway.	Head injured	
F. Parsons	"	Van caught fire and completely destroyed.	Hands burned	
Geo. Fergusson	Neither.	Found alongside track.	Head badly cut.	
E. Harvey	Employee.	While shunting	Foot bruised.	
John Fraser	Neither.	Struck by engine while working too close to track.	Arm broken	
J. Payne	Employee.	Fell off box car	Two ribs displaced.	
R. Black	"	While uncoupling engine	Finger jammed.	
Dorington (boy)	Neither.	Jumping on moving cars	Foot smashed.	
Donat Deschênes	Employee.	Struck by train	Hand cut	
A. Berube	"	While shunting	Slightly injured.	
G. W. Ellis	"	Loaded baggage train ran over foot.	"	
Corey Floyd	Neither.	While driving across track on public crossing, team struck and men and horses killed.	Fatal	Accidental.
Stanley Floyd				

6-7 EDWARD VII., A. 1907

INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1905.							
Oct. 4.	4.00	Spl. Freight.	J. Bouthilette	J. Collett	163	Ste. Rosalie	
" 12.	8.15	Spl. "	J. N. Bernier	W. Blanchet	83	"	
" 18.	20.15	Shunter	Foreman J. Heffler	C. Beaudet	3	"	
" 22.	24.45	33 Express	A. McPherson	Geo. Milne	288	Halifax	
" 23.	11.00	Shunter	Foreman T. McDonald	John Walsh	288	Halifax	
" 23.	17.00	"	"	"	288	"	
" 25.	17.00	Spl. Freight.	A. J. McDonald	H. Johnson	277	Spring Hill Junction	
" 26.	19.30	19 Express	W. McClafferty	Jas. Clarke	236	Fair View	
Nov. 2.	1.10	Spl. Freight.	M. Wilson	H. S. Campbell	278	Callhouns	
" 7.	15.10	89 "	Geo. Crawford	A. Sutherland	26	McCallum's Siding	
" 7.	16.30	Pilot	"	Geo. Roberge	110	Lévis	
" 11.	15.35	86 Express	J. Craigie	A. McLeod	196	McIntyre's Lake	
" 21.	19.30	Shunter	English	D. G. McLean	287	Stellarton	
" 22.	21.30	Suburban	J. Creamer	J. Martin	328	Loggieville	
" 22.	17.42	153 Express	L. N. Letarte	G. Goddard	200	De Lotbiniere	
" 22.	17.42	153 Express	A. Gauvreau	E. Roy	194	"	
" 23.	17.55	13 "	F. A. Davison	L. Filteau	181	"	
" 25.	21.00	Shunter	Foreman H. Barnes	B. Cook	166	Wellington	
" 25.	21.00	Shunter	Foreman H. Barnes	A. Wood	286	Moncton	
" 26.	17.00	Spl. Freight.	J. Tardif	J. Dussault	180	Blake's Crossing	
" 26.	17.00	Spl. Freight.	J. Tardif	E. Mitchell	81	Near Mitchell Station	
Dec. 1.	16.20	42 "	"	"	"	Matapedia	
" 6.	10.00	Spl. Shunter	D. J. McDonald	A. Urquhart	178	New Glasgow	
" 7.	14.20	Shunter	"	Geo. Roberge	136	Lévis	
" 8.	20.45	"	W. McGuin	Geo. Sears	120	Campbellton	
" 9.	7.45	"	B. Dickie	J. Johnson	61	Truro	
" 12.	24.00	"	G. W. Fisher	"	"	"	
" 14.	16.45	6 Freight.	Thos. Coffey	J. Cook	305	Moncton	
" 23.	13.00	"	"	"	"	Near Piedmont	
" 27.	15.25	147 Freight.	Chas. Couchy	J. Dussault	81	Drummondville	
1906.							
Jan. 11.	20.00	84 Express.	J. A. Hughes	J. Brownell	62	Amherst	
" 13.	"	"	"	Louis Dutil	168	Point St. Charles	
" 16.	10.15	45 Express.	F. Dumond	F. W. Rioux	200	Lévis	
" 17.	16.19	97 "	W. Herbert	G. Harvey	21	Richmond	
" 18.	16.55	Spl. Freight.	W. J. Ellis	A. Robbins	271	Oxford Junction	
" 18.	9.12	41 "	J. B. Dubé	W. Duncan	214	St. Alexis	

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1906—*Continued.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
G. o. Hetherington	Employee	Fell off tender of engine.	Head and back injured.	
H. O'Meara	"	Jumping off train.	Face injured	
John Hettler	"	While coupling passenger cars got jammed.	Back and chest injured.	
Martin Foley	Neither	Riding on velocipede on railway track and was struck by train.	Fatal.	Accidental.
W. Pirie	Employee	Fell off of car	Head and shoulders.	
J. Hingston	"	Getting off of car.	Ankle sprained.	
A. McNutt	"	While coupling cars	Foot jammed.	
Walter Sharp	Passenger	Jumped off train in motion.	Fatal.	No inquest.
W. Osborne	Employee	Fell on tender of engine	Knee badly injured.	
Wm. Campbell	"	Fell out of car.	Wrist bone broken.	
Octave Veilleux	"	Fell on tender of engine	Arm hurt.	
Angus McKenzie	Passenger	Fell off train in motion	Head injured.	
C. W. Taylor	Employee	While coupling cars	Thumb jammed.	
A. Pallen	"	"	Fingers jammed.	
A. Gauvreau	"	Express train No. 153 ran into special train which was taking the siding.	Slightly injured.	
"	"	"	"	
Ed. Whidden	Passenger	Jumped off train in motion.	Collar bone put out.	
H. B. Barnes	Employee	While getting on car fell with hand on rail.	Fingers smashed and shoulder hurt.	
Oliver Nadeau	Neither	While driving over crossing team struck by train.	Fatal.	Accidental.
"	"	"	"	"
Wm. McKean	Passenger	Fell against edge of car door.	Cut over left eye	
E. English	Employee	While getting on pilot of engine	Knee injured.	
M. Sanson	"	While shunting was struck by box car.	Head and arm injured.	
Fred. C. Steeves	"	Caught between cars while coupling.	Slightly injured.	
James Taylor	"	While working underneath car it was moved by shunter.	Fatal.	Accidental.
G. M. Fisher	"	Fell off ladder while icing C.P. R. dining car.	Arm and shoulder injured.	
David M. Melanson	"	Run over by engine backing down round house.	Fatal	No inquest.
Unknown man	Neither	Supposed to have fallen from No. 19 train.	Slightly injured.	
Jos. Frechette	Employee	Unloading a switch stand from car.	Foot badly hurt.	
Wm Cormier	Neither	Struck by engine while trying to cross track in front of train.	Seriously hurt.	
A. Vernier	Employee	Walking near track, going to work, and struck by engine.	Shoulder injured.	
O. Rouleau	"	Struck by engine.	Slightly hurt.	
Jas. Eastman	Neither	Trespassing on track and struck by train.	Fatal.	No inquest.
Ed. Fillmore	Employee	Getting off moving engine and fell between platform and train.	Leg cut off.	
John McDonald	"	Struck by train	Shoulder hurt and one toe broken.	

6-7 EDWARD VII., A. 1907

INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1906.							
Jan. 22..	2 25	Spl.	Freight...	J. McLeod.....	F. Gibson.....	131	Rothesay.....
" 22..	2 25	"	"	"	A. Cook.....	46	"
" 26..	10 10	75	"	L. D. Proulx.....	G. Begin.....	91	St. Germain.....
" 26..	15 50	153	Express...	F. Laliberte.....	L. Tardif.....	76	St. Charles.....
" 29..	5 30				J. G. McDonald.....	142	Stellarton.....
Feb. 2..		26	Express...	A. Ramine.....	John Ross.....	232	Truro.....
" 8..							Gloucester Junction.....
" 9..	22 55	Spl.	Freight...	C. W. Lutes.....	Thos. McCallum.....	108	River Philip.....
" 9..					John Kelly.....	143	"
" 19..	15 15		Shunter...		Wm. H. Anderson.....	286	St. John.....
March 3..	10 15	34	Express...	A. McPherson.....	J. J. Smith.....	320	Near Canaan.....
" 5..	20 30		Auxiliary.	A. Roy.....	A. J. McDonald.....	150	Campbellton.....
" 7..	7 50	Spl.	Freight...	D. J. McDonald.....	H. T. Cutten.....	146	Stellarton.....
" 19..	12 45	"	"	A. Bonneau.....	J. W. Dean.....	167	St. Madeline.....
" 19..	12 45	"	"		W. Atkinson.....	166	"
2 23..	18 03	55	"	Newt Hopper.....	R. Kennedy.....	88	Cape Porcupine.....
" 27..	10 25	Spl.	"	D. Haines.....	R. Whalen.....	295	Eel River.....
" 28..	14 20	104	"	A. C. McLean.....	J. McRury.....	160	West Bay Road.....
April 3..	9 55	Spl.	"	J. Card.....	Geo. Stone.....	240	Harcourt.....
" 6..	16 00		Shunter...		C. Sawyer.....	302	Riv. du Loup.....
" 11..	17 30				H. Cummings.....	77	Stellarton.....
" 13..	18 25	353	Express...	M. Verville.....	J. Houston.....	83	St. Monique.....
May 2..	2 15		Shunter...		J. Flavin.....	288	Halifax.....
" 3..	21 45	301	Express...	A. E. Logan.....	G. R. Logan.....	327	Chatham Junction.....
" 10..	15 00		Shunter...		DeBoo.....	96	Chaudiere Junction.....
" 15..	7 30		"		J. McLellan.....	205	Halifax.....
" 17..	8 00		"		J. Johnson.....	61	Truro.....
" 31..	17 15	Spl.	Freight...	E. Smith.....	G. Rushton.....	311	St. Moise.....
June 2..	15 30		Shunter...	S. F. McKeracher.....	P. Fraser.....	15	Pictou.....
" 9..	11 15		"	T. Berube.....	S. Levesque.....	196	Riv. du Loup.....
" 19..	8 40	Spl.	Freight...	H. G. Thompson.....	Jas. Moody.....	336	Humphrey's.....
" 23..	4 55	34	Express...	Geo. Walker.....	W. Price.....	344	Matapedia.....
" 26..	5 52	Spl.	Freight...	J. W. Coles.....	G. DeMill.....	313	Penobsquis.....
" 27..	14 15	89	"	Geo. Crawford.....	H. D. Stuart.....	146	Wallace.....
" 28..	14 50		Pilot....	T. Dussault.....	J. Frier.....	174	Fitch's Siding.....
" 29..	10 00		Shunter...	J. F. Kelly.....	J. H. Campbell.....	66	New Glasgow.....
" 29..	16 00	Spl.	Freight...	M. McGillivray.....	J. W. Gunning.....	77	Marshy Hope.....
" 30..	14 20	"	"	A. Laliberte.....	C. Beaudet.....	82	Manseau.....
" 30..	14 20	"	"		W. H. Toohy.....	181	"

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1906—*Concluded.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
J. McLeod.....	Employee.....	{ Train parted and sections col- lided.	Slight injuries...	
X. Tuttle.....	".....	".....	".....	
J. St. Pierre.....	Neither.....	Struck by engine while walking on track.	Check cut.....	
Alph. Mercier.....	".....	Struck by train while sleeping alongside track.	Fatal.....	Accidental.
Geo. Blois.....	Employee.....	Fell off tender of engine.....	Back injured....	
John Dean.....	".....	Gauge glasses burst.....	Neck badly cut..	
H. M. Buckley.....	".....	Grindstone fell on him.....	Leg badly bruised	
Thos. F. Doland.....	Neither.....	{ Struck by engine while walk- ing on track.	Badly injured...	
Joseph Ingram.....	Neither.....	While unloading a car of lumber it was moved by engine, and he was jammed between load on team and the car.	Seriously injured	
Wm. Gardner.....	Passenger.....	Opened vestibule trap door and jumped off train.	Fatal.....	"
James Sarjeant.....	Employee.....	Assisting in putting cars on track and foot caught between oil-box in car and lump of coal.	Foot badly jam- med.	
D. E. McKenzie.....	".....	While shunting fell off a box car.	Bone broken in foot.	
Mrs. J. Beaugard.....	Neither.....	{ Attempted to cross track in front of moving engine.	Fatal.....	
A. J. Forestall.....	Neither.....	Found alongside track; supposed to have been struck by train.	Fatal.....	"
Raoul Pineault.....	Employee.....	While coupling cars.....	Thumb jammed.	
Mrs. John McDonald.....	Neither.....	Attempted to cross track in front of moving train.	Fatal.....	"
H. Hachey.....	Employee.....	Cars went off track.....	Slightly hurt....	
P. Belisle.....	".....	Struck by engine.....	Fatal.....	"
E. Sproull.....	".....	".....	".....	"
Alex. Champoux.....	Passenger.....	Fell off moving train.....	Slightly injured.	
W. Hibbits.....	Employee.....	While coupling cars.....	Thumb jammed.	
G. R. Logan.....	".....	Stepping on to platform and slipped on frost.	Bone broken in leg and ankle sprained.	
A. Rheault.....	".....	While uncoupling cars.....	Hand smashed..	
Fred. Cameron.....	".....	In getting off engine fell against a telegraph post.	Face badly bruise- d.	
Fred. Duncan.....	Neither.....	Jumping on a moving car.....	Toes badly crush- ed.	
J. B. St. Pierre.....	Employee.....	While shunting.....	Legs slightly hurt.	
Edgar Reid.....	Neither.....	Jumping on moving cars.....	Fatal.....	"
Louis Gagnon.....	".....	While walking on track struck by engine.	".....	"
James Wood.....	".....	Attempted to cross track in front of moving train.	".....	No inquest.
Z. Barreau.....	".....	Driving across track in front of moving train and was struck.	Not serious..	
Freeman Leaman.....	".....	Struck by train while walking on track.	Fatal.....	Accidental.
W. Campbell.....	Employee.....	While coupling cars.....	Fingers jammed.	
Robt Neil.....	".....	While shunting was caught and crushed between car and plat- form.	Fatal.....	"
D. M. Bruce.....	".....	While coupling cars was caught and squeezed.	Badly injured...	
J. G. McLean.....	".....	Tripped and fell between cars...	Feet badly injur- ed.	
H. Omara.....	".....	{ Train broke apart and the parts collided.	Not serious.....	
A. Laliberte.....	".....	".....	".....	

6-7 EDWARD VII., A. 1907

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., August 27, 1906.

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, 1906.

- 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 decrease, compared with those of the previous year, as follows :—

Earnings, 1905-6.....	\$49,452 50
Earnings, 1904-5.....	50,038 67
Decrease.....	\$ 586 17

The decrease was in both passenger and freight traffic.

The net earnings for the year were \$31,966.53.

At Windsor a new passenger station was built, the freight house was moved to another site and a large addition made to it, as described in the report on capital expenditure by the Chief Engineer of the Intercolonial Railway.

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.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.
MONCTON, N.B., August 1, 1906.

SIR,—I have the honour to submit herewith the report of the maintenance of the Windsor Branch, for the year ending June 30, 1906.

TRACK.

During the past year 45,543 feet of 4-inch and 4 $\frac{1}{4}$ -inch rails were taken out of the track, and the same quantity of 4 $\frac{1}{4}$ -inch and 4 $\frac{1}{2}$ -inch relaid.

TIES

11,505 ordinary ties and 11 sets of switches were renewed during the year.

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BALLASTING.

During the year 60 cubic yards of ashes were distributed and put under.

SWITCHES AND SEMAPHORES.

During the year necessary repairs were made to switches and semaphores and three sets of switch gear renewed.

SIDINGS.

During the year 1,654 feet of new siding accommodation was provided at different points.

FENCING.

Necessary repairs were made to existing fences.

BUILDINGS AND PLATFORMS.

Repairs.

Windsor, station.	Beaver Bank, freight-shed.
Windsor, platform.	Ellershouse, platform.
Windsor, engine-house.	Newport, station.
Windsor, hay-shed.	Newport, freight-shed.
Windsor, tool-house.	Newport, platform.
Windsor, freight-shed.	Three-Mile Plains, shelter.
Mount Uniacke, station.	Stillwater, platform.
Beaver Bank, platform.	

BRIDGES AND CULVERTS.

Repairs.

Necessary repairs were made to all culverts where required.

GENERAL.

Repairs were made to cattle guards, road crossings, and gates, throughout the line, where required.

Glazing was done and glass put in, where required.

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

Semaphores and signals were painted where required.

Necessary repairs were made to hand-cars, trolleys and wheel barrows, throughout the line.

Ladders for semaphores and buildings were provided, where required.

I find that the Windsor Branch has been kept in its usual condition, being equally as good as heretofore.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE,

Engineer of Maintenance of Way and Works.

D. POTTINGER, Esq.,

General Manager, Government Rys.,

Moncton, N.B.

6-7 EDWARD VII., A. 1907

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE Account, year ended June 30, 1906.

Previous Year.	Expenditure.	Year ended June 30, 1906.	Previous Year.	Earnings.	Year ended June 30, 1906.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
26,863 16	Maintenance of way and works .	17,485 97	13,829 22	Passenger traffic . .	13,651 54
23,175 51	Balance	31,966 53	35,064 66	Freight traffic	34,649 12
			1,144 79	Mails	1,151 84
50,038 67		49,452 50	50,038 67		49,452 50

T. WILLIAMS,

E. & O. E.

Chief Acct. and Treas.

MONCTON, N.B., June 30, 1906.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Works, year ended June 30, 1906.

Previous Year.		Year ended June 30, 1906.
\$ cts.		\$ cts.
11,744 04	Repairs of track	11,014 56
420 93	Rails and fastenings	383 00
5,605 00	Ties	2,792 58
625 25	Bridges	552 63
18 24	Signals	9 50
106 49	Culverts, cattle guards, &c	83 80
	Wharf at Windsor	8 00
2,067 28	Buildings and platforms	868 64
10 10	Hand cars and trollies	
4,063 04	Removing snow and ice	155 73
206 80	Tools and repairs of same	181 88
830 05	Fencing	265 39
1,135 09	Accountant's office and expenses	1,138 48
30 85	Miscellaneous	31 78
26,863 16		17,485 97

T. WILLIAMS,

E. & O. E.

Chief Acct. and Treas.

MONCTON, N.B., June 30, 1906.

SESSIONAL PAPER No. 20

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL Balance, year ended June 30, 1906

1906.	DR.	\$ cts.	1906.	CR.	\$ cts.
June 30...	To Store Dept.	9,640 57	June 30...	By Dominion Account.	14,492 18
	Dom. Atl. Ry.	4,851 61			
		14,492 18			14,492 18

T. WILLIAMS,

E. & O. E.

Chief Acct. and Treas.

MONCTON, N.B., June 30, 1906.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY Statement of Receipts—One-third Earnings.

Month.	Passenger Traffic.		Freight Traffic.		Mails.		Totals.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1905.								
July.....	1,575	40	2,082	15	96	91	3,754	46
August.....	1,848	73	2,318	66	96	91	4,264	30
September.....	2,433	27	3,724	03	96	90	6,254	20
October.....	1,255	53	4,618	54	96	90	5,970	97
November.....	639	91	4,701	48	94	46	5,435	85
December.....	1,012	19	2,497	77	95	68	3,605	64
1906.								
January.....	611	90	3,387	69	95	68	4,095	27
February.....	581	05	2,830	00	95	68	3,506	73
March.....	667	39	2,112	14	95	68	2,875	21
April.....	947	07	1,967	05	95	68	3,010	40
May.....	845	83	2,080	09	95	68	3,021	60
June.....	1,233	27	2,328	92	95	68	3,657	87
	13,651	54	34,649	12	1,151	84	49,452	50.

T. WILLIAMS,

E. & O. E.

Chief Acct. and Treas.

MONCTON, N.B., June 30, 1906.

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PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N.B., August , 1906.

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, 1906.

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 length of railway in operation on June 30, 1905, was 209 miles. On November 1, 1905, the line of railway known as the Murray Harbour branch, extending from Charlottetown to Murray Harbour, including the Vernon River branch between Lake Verde and Vernon, 52·3 miles in length, was opened for traffic, making a total mileage in operation on June 30, 1906, of 261·3 miles.

The expenditure on capital account during the year was \$496,124.89.

This makes the total cost of the railway on June 30, 1906, \$7,215,588.69. Of the expenditure during the year \$118,295.17 was on account of the Murray Harbour branch and \$75,733.99 for the Hillsborough bridge, which is a part of that branch ; \$113,325.31 on account of a branch line from Cardigan to Montague Bridge, and \$27,208.37 on account of a branch line to Vernon River Bridge.

The working expenses for the year were.....	\$294,253 16
The gross earnings were.....	257,270 57
	—————
Difference	\$ 36,982 59
	—————

The gross earnings show an increase of \$39,939.96 over the previous year, the increase being in both passenger and freight traffic, and also in mails and sundries.

There was a decrease of \$76,211.28 in the working expenses compared with last year.

The necessary work was done to maintain the permanent way and works, and the rolling stock, and they are in a state of efficiency.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager Government Railways.

M. J. BUTLER Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,

MONCTON, N.B., August 3, 1906.

SIR.—I have the honour to submit the following report on capital account expenditure for the fiscal year ending June 30, 1906.

To increase accommodation at Georgetown.

The creosoted pile wharf and the extension to the freight shed, for which the contract was let last year, have been completed.

SESSIONAL PAPER No. 20

Freetown, dwelling for agent at.

This work was completed under contract by J. M. Clark & Co.

Enlarging freight shed at Port Hill.

This work was completed by days' labour.

Branch line to Vernon River Bridge.

The work in connection with the construction of this branch has been completed.

To increase accommodation at Kensington.

The new passenger station, for which the contract was let last year to M. F. Schurman & Co., was completed.

A new freight shed was provided under contract by M. F. Schurman & Co., and the necessary grading and track-laying required in connection with the same was done.

To increase accommodation at Charlottetown.

A contract was let for a new brick and stone passenger station, and the work of construction is going on. The land required for the site of new station was bought and paid for.

A quantity of creosoted material was delivered, to be used in connection with the proposed wharf.

The filling of the pond, required in connection with the rearrangement of the yard and tracks to the station, was done under contract with J. B. McManus, Ltd.

Murray Harbour Branch.

This branch was completed.

Hillsborough Bridge.

The work in connection with the substructure and the superstructure for this bridge was completed, and the bridge painted.

Turning gear and gasoline engine, required in connection with the swing span, were provided. Rest piers were provided for swing span.

The approaches to the bridge were macadamized, and electric semaphores, derauling switches, gates, &c., required were also provided.

Survey from Main Line to West Shore.

A preliminary survey and estimate were made for a branch line from the main line near O'Leary Station to West Point and McWilliam's Cove.

To improve water service.

The work of installing overhead water tanks, carried over from last year, has been completed.

Branch line from Cardigan to Montague Bridge.

This branch was completed.

Improvements at Summerside.

Additional sidings were provided, an approach was made, and a culvert extended. The turntable was removed, and a contract awarded J. M. Clark & Co. for a new 3-stall engine house.

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Swing Span Morrell River Bridge.

The work in connection with the erection of this swing span was completed.

I have the honour to be, sir,

Your obedient servant,

WM. B. MACKENZIE,
Chief Engineer.

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

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I. July 31, 1906.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island Railway, for the fiscal year ended June 30, 1906:—

I also inclose the report of the mechanical superintendent, and statements prepared by the accountant and auditor and the mechanical accountant and storekeeper.

No. 1. Capital account.

2. Revenue account.

3. Locomotive power.

4. Car expenses.

5. Maintenance of ways and works.

6. Station expenses.

7. General charges.

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 of the 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 on June 30, 1905, was 209 miles. The Murray Harbour branch between Charlottetown and Murray Harbour, including the Vernon River branch between Lake Verde and Vernon, was opened for traffic November 1, 1905, the added mileage being 52.3 miles, making a total of 261.3 miles in operation June 30, 1906. The Montague branch was opened for traffic on July 1, 1906. The distance from the main line at Montague Junction to Montague is 6.2 miles.

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CAPITAL ACCOUNT.

The total expenditure to June 30, 1905, was \$6,719,463 80

The additions during the year were as follows:—

Enlarging freight shed at Port Hill.	493 14
Survey from main line to West Shore.	986 04
Dwelling for agent at Freetown.	1,560 00
To increase accommodation at Kensington.	3,969 76
To fit up locomotives and passenger cars for steam heating.	6,994 59
Improvements at Summerside.	8,000 00
To improve water service.	10,200 00
To apply M.C.B. couplers to rolling stock.	10,994 47
Swing span for Morell river bridge.	15,000 00
To apply Westinghouse air brakes and air signals.	19,987 89
To increase accommodation at Georgetown.	19,996 99
Branch line to Vernon river bridge.	27,208 37
To increase accommodation at Charlottetown.	63,379 17
Branch line from Cardigan to Montague bridge.	113,325 31
Hillsborough bridge.	75,733 99
Murray Harbour branch.	118,295 17

Making the total cost on June 30, 1906. \$7,215,588 69

Enlarging freight shed at Port Hill.—This was completed by day's work.

Dwelling for agent at Freetown.—This work was completed under contract by J. M. Clark & Co.

To increase accommodation at Kensington.—A new freight shed was completed under contract by M. F. Schurman & Co., and the necessary track-laying and grading done.

To fit up locomotives and passenger cars for steam heating.—This work was done by the mechanical department.

Improvements at Summerside.—Additional sidings were provided, a concrete foundation laid down for a turntable, and a contract awarded J. M. Clark & Co. for a new three-stall engine house.

To improve water service.—The work of installing overhead water tanks, carried over from last year, has been completed.

To apply M.C.B. couplers to rolling stock.—These were applied to all rolling stock by the mechanical department.

To apply Westinghouse air brakes and air signals.—These were applied to all rolling stock by the mechanical department.

Explanations of other capital expenditures are to be found in the report of the chief engineer.

REVENUE ACCOUNT.

The earnings show a substantial increase over last year, apart from the revenue derived from the Murray Harbour branch. The crops were very good, and the winter much less severe than last year. The frequent thaws, followed by severe frost in March and April, made the roadbed very bad, and the service was very irregular for a period of two or three weeks.

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

Gross earnings.	\$257,270 57
Working expenses.	294,253 16
	<hr/>
Difference.	\$36,982 59
	<hr/> <hr/>

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

In 1904-05.	\$217,330 61
1905-06.	257,270 57
	<hr/>
Increase.	\$39,939 96
	<hr/> <hr/>

The earnings from passenger traffic compare as follows:—

In 1904-05.	\$102,505 55
1905-06	114,053 82
	<hr/>
Increase.	\$ 11,548 27
	<hr/> <hr/>

The earnings from freight traffic compare as follows:—

In 1904-05.	\$ 94,724 70
1905-06	121,621 58
	<hr/>
Increase	\$ 26,896 88
	<hr/> <hr/>

The earnings from mails and sundries compare as follows:—

In 1904-05.	\$ 20,100 36
1905-06.	21,595 17
	<hr/>
Increase	\$ 1,494 81
	<hr/> <hr/>

The number of passengers carried compare as follows:—

	Number.
In 1904-05.	235,194
1905-06	256,092
	<hr/>
Increase	20,898
	<hr/> <hr/>

The weight of freight carried compares as follows:—

	Tons.
In 1904-05.	75,969
1905-06.	87,162
	<hr/>
Increase.	13,193
	<hr/> <hr/>

SESSIONAL PAPER No. 20

WORKING EXPENSES.

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

In 1904-05	\$370,464 44
1905-06	294,253 16

Decrease	\$ 76,211 28

The averages compare with the previous year, as follows:—

Per mile run by engines.

	Cents.
In 1904-05	83·72
1905-06	68·16

Per mile run by trains.

In 1904-05	107·91
1905-06	93·86

Expenditure per mile of railway.

In 1904-05	\$1,772 55
1905-06	1,205 95

TRACK.

Twenty-six thousand railway ties, 23 sets switch ties, and 41 switch head-blocks with frames were renewed.

One thousand one hundred culled ties were used in yards and sidings.

Half a mile of 56-lb. steel rails were laid between Winsloe and Milton to replace 50-lb. rails; 175 feet of 56-lb. steel rails between Perth and Cardigan to replace old iron rails, and 500 feet of 56-lb. steel rails, and 4 steel frogs in yard at Charlottetown. Twelve hundred feet of 56-lb. steel rails, and 3 steel frogs with new switch gear were laid in yard at Tignish; 1,881 feet of 56-lb. steel rails, and 8 sets switch gear in yard at Georgetown; 290 feet of 56-lb. steel rails, 3 steel frogs and 3 sets new switch gear put in yard at Montague; 2,000 feet of new track and 6 frogs and switch gear laid at Charlottetown in connection with new station; and 1,300 feet of new track, 3 steel frogs, and 3 sets new switch gear laid in Summerside yard.

During the year 11 hand cars were repaired, and 6 new lorry tops and 12 track levels built.

SIDINGS.

At Conway a siding of steel rails and fastenings, 6,050 feet in length, was laid into ballast pit.

At Summerside a new siding, 162 feet, was laid to the location of new engine-house.

At Emerald, 1,200 feet of 50-lb. steel rails were laid on Y to replace old iron rails.

At Hunter River, 150 feet of 56-lb. steel rails were laid on siding to replace old iron rails.

FENCING.

There were 74,543 feet Page wire fence, and 3,763 feet barbed and web wire fence erected on cedar posts; 17,387 feet new snow fence built; 500 panels portable snow fence, 8 feet and 10 feet long, built and put up in places where most needed. During the winter temporary snow fences were also erected of brush and other material.

All fences received necessary repairs.

One hundred farm gates were renewed.

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BALLASTING.

Two and one-half miles track were ballasted.

Five hundred cars of clay were put on Curtis Creek dump, 100 cars on Georgetown wharf, and 230 cars on dumps of Montague branch. Six hundred cars of ballast were put on Montague branch, and 100 cars on approaches to Morell bridge.

Four cars of clay were used in grading station grounds at Harmony, and 7 cars clay in grading station grounds at Selkirk.

BRIDGES.

At Cape Traverse, Bell's bridge received 15 hard pine ties.

At Cape Traverse, Reeve's bridge received 7 hard pine ties.

At Milton, Moar's bridge received 22 hard pine ties.

At Selkirk, Naufrage bridge received 33 hard pine ties.

At Souris, two overhead bridges on wharf received necessary repairs.

All other bridges needing repairs were attended to.

CULVERTS.

At Piusville, a new iron pipe culvert, 24 feet long, 16 inches diameter, was put in to replace a wooden one.

At Summerside, 270 feet of metal pipe, 14 inches diameter, was put in for yard drain. One new iron pipe culvert, 24 feet long, 16 inches diameter, was put in to replace wooden culvert. One reinforced concrete culvert, 88 feet long, was built, in which the following material was used: 77 barrels cement, 190 barrels sand, 385 barrels broken stone, 700 lbs. old iron rails and $\frac{3}{4}$ iron rods.

Twenty-six wooden culverts were rebuilt with cedar and other material. Eleven stone culverts were repaired by using 9 barrels cement and $1\frac{1}{2}$ cars of stone.

Twenty-nine cattle-guards were rebuilt with hard pine stringers, hemlock ties and hemlock mud sills.

WHARFS AND BREASTWORKS.

At Summerside, in repairing the wharf the following material was used: 1,000 cubic feet hemlock timber, 8,000 lineal feet hemlock plank, 3 kegs 60-dy. nails and 100 iron butt bolts. In building breastwork 1,848 cubic feet hemlock timber, 60 cull ties, 250 iron butt bolts and 1 keg 60-dy. nails were used. One new Ellis bumping post was erected on wharf.

At Souris, in repairing wharf 7 tons hemlock timber, 50 iron butt bolts and 1 keg 60-dy. nails were used. Five fenders were put on wharf.

At Georgetown, 3 new Ellis bumping posts were erected on wharf.

At Charlottetown, the following material was used in repairing breastworks: 47 tons hemlock timber and 300 iron butt bolts.

At Midgell, breastwork was repaired with stone and brush.

At St. Peters, 17 cars of stone were used in repairing breastwork.

BUILDINGS AND PLATFORMS.

Tignish.—Pit in engine-house was rebuilt. Station and agent's dwelling received necessary repairs.

Alberton.—A new coal-shed was built at station, and a new coal-shed for agent's house, for which the following material was used: 2 tons hemlock timber, 420 feet scantling, 500 feet hemlock plank, 2,500 feet hemlock boards, 2 kegs 12-dy. nails, 1 keg 60-dy. nails and 5 rolls roofing paper. A new station platform was made, for which 1,600 feet hemlock plank, 80 cull ties and 2 kegs 60-dy. nails were used.

Piusville.—A new station platform was made, in the construction of which 1,385 feet hemlock plank, 85 cull ties and 2 kegs 60-dy. nails were used.

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Bloomfield.—A new Page wire fence was erected around agent's dwelling on turned cedar posts.

O'Leary.—Station platform was repaired, for which 400 feet hemlock plank and 1 keg 60-dy. nails were used. Station roof was repaired, and necessary repairs made to freight-house doors and windows.

Coleman.—Station platform was rebuilt. Material used : 450 feet hemlock plank and 1 keg 60-dy. nails.

Ellerslie.—Necessary repairs were made to station and dwelling.

West Devon.—A new coal-shed was built at water tank. Material used : 400 feet scantling, 800 feet hemlock boards, 2 rolls roofing paper, 1 keg 60-dy. nails and 1 keg 12-dy. nails.

Port Hill.—An addition of 25 x 20 feet was built to freight-house, for which the following material was used : 1,700 feet scantling, 1,600 feet hemlock boards, 15 M. cedar shingles, 7 rolls tar paper, 2 kegs 60-dy. nails, 1 keg 12-dy. nails, 1 keg shingle nails and 3 freight-house doors and frames. Roof of old freight-house was repaired with roofing tar and gravel. New freight-house was painted outside.

Miscouche.—A new dwelling was built for agent. Repairs were made to station and platform. A new wire fence was erected on turned cedar posts around agent's dwelling.

Summerside.—A concrete foundation was made for new turntable. Material used : 180 barrels cement, 17 cars broken stone, and 7 cars of sand.

Kensington.—A new station platform was made. Material used: 1,950 feet hemlock plank, and 2 kegs 60-dy. nails.

Freetown.—A new dwelling was erected for agent. A new Page wire fence was erected around agent's dwelling on turned cedar posts. Repairs were made to station and platform.

Emerald.—A new flue was built in station, for which 200 bricks, 1 barrel cement, 2 barrels sand were used. A new pantry was made for agent.

Cape Traverse.—Repairs were made to station and engine house. Agent's dwelling was papered and painted.

Bradalbane.—Repairs were made to station platform.

Hunter River.—Repairs were made to station windows and doors.

North Wiltshire.—Necessary repairs were made to station.

Royalty Junction.—Repairs were made to station platform and agent's dwelling.

Charlottetown.—Repairs were made to all buildings. Warehouse on wharf was removed up to yard and used by store department for a storehouse.

Bedford.—Station was painted inside and outside, and repairs made to platform.

Mt. Stewart.—Station platform was repaired.

Morell.—In making a new station platform the following material was used: 1,400 feet hemlock plank, 40 cull ties, and 1 keg 60-dy. nails. Repairs were made to station and agent's dwelling.

St. Peters.—Station platform was repaired.

Ashton.—A new coal shed was built at water tank. Material used: 400 feet scantling, 800 feet hemlock boards, 2 rolls roofing paper, 1 keg 60-dy. nails, 1 keg 12-dy. nails.

Bear River.—Necessary repairs were made to station and platform.

Harmony.—A new coal shed was built for water tank. Material used: 400 feet scantling, 800 feet hemlock boards, 2 rolls roofing paper, 1 keg 12-dy. nails, and 1 keg 60-dy. nails.

Souris.—Roof of freight house was shingled. A partition was built in freight house on wharf. Repairs were made to station and dwelling.

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St. Teresa.—A new station platform was made. Material used: 2,000 feet hemlock plank, 80 cull ties, and 1 keg 60-dy. nails. A new cattle pen was erected.

48 Road.—Station platform was extended 32 feet, and built with new material.

Cardigan.—Agent's dwelling was papered.

Georgetown.—A new coal shed, 80 feet, was built. Roof of freight house on wharf was shingled. Engine house was repaired.

Montague.—One new Ellis bumping post was erected.

All other buildings requiring repairs were attended to.

STORES.

The value of stores purchased was.	\$183,998 25
The value of stores used was.	231,952 70
The value of old material sold was.	<u>10,743 71</u>

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

Ordinary stores.	\$ 33,231 46
Fuel.	13,991 55
Old material for sale.	25,821 86
	<u>\$ 73,044 87</u>

GENERAL.

On November 30, 1905, fire destroyed the carpenter and blacksmith shop at Charlottetown, together with nearly all tools and machinery, and a number of other valuable assets. This loss has borne heavily on the expenditure for the current year.

The rolling stock, road-bed, and buildings have all received attention, and are 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., I.S.O.,

General Manager, Canadian Government Railways,
Moncton, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

DETAILS of Accidents for the year ending June 30, 1906.

Date.	Name, Address and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injury.
1905.				
Aug. 18	Geo. Tanton, conductor, Charlottetown.....	Summerside ..	While getting off train	Injured ankle
" 5	Fred. Craswell, section labourer	Cardigan.....	Placing hand car on track.	Back injured.
" 24	E. Leeman, section foreman, Georgetown ..	Georgetown..	Piece lumber fell.....	Toe crushed.
Sept. 9	M. Berrigan, section foreman, Bedford.....	Bedford	Placing hand car on track.	Hip and back injured.
" 22	Angus Cameron, fireman, Charlottetown...	Charlottetown	Slipped on engine...	Broke wrist.
" 25	F. Christopher, brakeman, Tignish.....	New Annan ..	Coupling cars.....	Body squeezed
Oct. 2	Jos. McDonald, labourer, Charlottetown...	Charlottetown	Piece lumber fell.....	Toe crushed.
" 3	M. McKenzie, labourer	"	Rail fell.....	Toes crushed.
" 5	Jas. M. Enman, brakeman, Summerside ..	Tignish.....	Shunting cars.....	Body crushed.
Nov. 25	M. McKenzie, labourer, Charlottetown.....	Charlottetown	Struck by snow plough	Leg fractured.
Dec. 22	Wm. Harris, brakeman	Vernon River.	Snow plough derailed.	Arm injured.
" 26	J. H. Burns, yardmaster, Summerside	Summerside ..	Coupling cars	Thumb crush'd
" 26	E. Moynagh, brakeman, Souris	Mt. Stewart..	"	Finger crushed
Jan. 18	Chas. Campbell, carpenter, Charlottetown..	Charlottetown	Falling plank	Head injured.
" 26	Robt. Hannah, driller	"	Lifting draw bar....	Back injured.
" 30	L. Clarke, brakeman, Cape Traverse.....	Cape Traverse.	Shunting	Ankle injured.
Feb. 7	Thos. Clarke, fireman, Summerside	Charlottetown	Fixing engine lamps..	Finger crushed
" 20	D. Dowling, section foreman, Charlottetown	Southport	Unloading cars	Top cut off thumb.
Mar. 5	A. Affleck, brakeman	Charlottetown	Loading baggage.....	Back injured.
" 10	J. J. O'Reilly, brakeman	"	Coupling cars	Thumb crush'd
" 10	Chas. Hines, labourer	"	Lifting sill.....	Back injured.
" 26	E. Crosby, agent, Cape Traverse.....	Cape Traverse	Unloading baggage...	Ankle injured.
April 20	R. McWilliams, fireman, Charlottetown....	Souris.....	Coaling engine	Foot hurt.
May 26	Jas. Revelle, cleaner	Summerside ..	Cleaning engine.....	Hand scalded.

CHARLOTTETOWN, P.E.I., July 31, 1906.

No. 1—PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

Dr.

Cr.

1905.	1906.	1905.	1906.	1905.	1906.	
June 30.	June 30.	June 30.	June 30.	June 30.	June 30.	
		\$	cts.	\$	cts.	
To cost of road and equipment to date		6,719,463	80	By Dominion of Canada	6,719,463	80
To expenditure, year ended June 30, as follows:—				By Dominion of Canada	496,124	89
Enlarging freight shed at Fort Hill	\$ 493 14					
Survey from main line West Shore	986 04					
Dwelling for agent at Freetown	1,560 00					
To increase accommodation at Kensington	3,969 76					
To fit up locomotives and passenger cars with steam heating	6,994 59					
Improvements at Shimmerside	8,000 00					
To improve water service	10,200 00					
To apply M.C.E. complers to rolling stock	10,994 47					
Swing span for Morell River Bridge	15,000 00					
To apply Westinghouse air brakes and air signals	19,987 89					
To increase accommodation at Georgetown	19,996 99					
Branch line to Vernon River Bridge	27,208 37					
To increase accommodation at Charlotte town	63,379 17					
Branch line from Cardigan to Montague Bridge	113,325 31					
Hillsborough Bridge	\$75,733 99					
Murray Harbour Branch	118,245 17					
	194,029 16	496,124	89			
		7,215,588	69		7,215,588	69

CHARLOTTETOWN, P. E. I., June 30, 1906.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

DR. REVENUE ACCOUNT for Year ended June 30, 1906. CR.

Previous Year.	Expenditure.	Year ended June 30, 1905.	Previous Year.	Receipts.	Year ended June 30, 1906.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
109,541 81	Locomotive power, per Abstract No. 1.....	99,983 92	102,505 55	Passenger traffic.....	114,053 82
56,696 00	Car expenses, per Abstract No. 2.....	50,446 79	94,724 70	Freight traffic.....	121,621 58
136,138 50	Maintenance of ways and works, per Abstract No. 3.....	74,801 87	20,100 36	Mails and sundries....	21,595 17
51,881 94	Station expenses per Abstract No. 4.....	51,977 13	217,330 61	..... Total receipts.	257,270 57
16,206 19	General charges, per Abstract No. 5.....	17,043 45	153,133 83	Balance.....	36,982 59
370,464 44	..... Totals.....	294,253 16	370,464 44	..... Totals.....	294,253 16

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER.

Previous Year.	Details.	Year ended June 30, 1906.
\$ cts.		\$ cts.
2,519 79	Mechanical superintendent's salary, clerks, office and travelling expenses...	2,789 10
31,420 60	Wages of drivers, firemen and cleaners.....	30,441 23
36,263 70	Fuel.....	37,833 50
1,842 61	Oil, tallow, waste and small stores.....	1,904 07
33,574 32	Repairs to engines, tenders and engine tools.....	20,693 27
819 10	Water, including pump and tank repairs.....	2,808 38
3,101 69	Miscellaneous.....	3,514 37
109,541 81	..... Totals.....	99,983 92

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

6-7 EDWARD VII., A. 1907

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES.

Previous Year.	Details.	Year ended June 30, 1906.
\$ cts.		\$ cts.
6,013 08	Repairs to passenger cars.....	4,150 64
1,452 51	Repairs to postal, express and baggage cars.....	1,582 00
10,170 04	Repairs to freight cars and vans.....	6,196 17
1,820 41	Repairs to snow ploughs and flangers.....	461 61
30,303 43	Wages of conductors, train baggage masters and brakemen.....	31,480 40
666 94	Oil and waste for packing.....	728 22
4,679 01	Small stores and fuel.....	3,910 39
1,590 58	Miscellaneous.....	1,937 36
56,696 00	Totals.....	50,446 79

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1906.

Accountant and Auditor

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND WORKS.

Previous Year.	Details.	Year ended June 30, 1906.
\$ cts.		\$ cts.
384 02	Engineer's salary, clerks, office and travelling expenses.....	759 75
43,282 55	Wages in repairing roadway, fences and semaphores.....	54,895 05
5,399 79	Rails, chairs and spikes.....	2,520 10
20,732 36	Ties.....	4,772 03
8,618 91	Timber and lumber for repairs to bridges, cattle-guards, &c.....	2,780 23
5,310 04	Repairs to wharfs.....	255 71
6,548 63	Repairs to building and platforms.....	4,374 12
1,535 26	Repairs to tools.....	1,374 12
44,326 94	Clearing ice and snow.....	3,070 18
136,138 50	Totals.....	74,801 87

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1906.

Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES.

Previous Year.	Details.	Year ended June 30, 1906.
\$ cts.		\$ cts.
41,995 98	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yardmasters, switchmen, watchmen and labourers	42,129 43
9,885 96	Fuel, oil, light, stationery and other incidental expenses.....	9,847 70
51,881 94	..... Totals.....	51,977 13

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES.

Previous Year.	Details.	Year ended June 30, 1906.
\$ cts.		\$ cts.
8,223 65	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses.....	8,292 08
5,570 49	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses.....	6,138 69
635 14	Advertising.....	414 93
795 91	Damage to men, animals and goods.....	1,375 40
676 98	Telegraph expenses (not including pay to operators).....	133 07
304 02	Miscellaneous.....	689 28
16,206 19 Totals.....	17,043 45

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

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No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, year ended June 30, 1906.

		DR.	\$ cts.	\$ cts.
1905.				
June 30..	To Balance brought forward.....			88,784 61
1906.				
June 30.	Purchases during the year, including rails.....		183,998 25	
	Charges from other departments.....		30,351 08	
	Pay rolls.....		1,863 63	
				216,212 96
		CR.		304,997 57
June 30..	By issues during the year.....			231,952 70
	Balance {			
	Ordinary stores.....	\$ 32,778 96		
	Fuel.....	13,991 55		
	Rails and fastenings on hand.....	25,821 86		
	Old material serviceable.....	452 50		
				73,044 87

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE.

	\$ cts.		\$ cts.
General Stores.....	73,044 87	Dominion account.....	76,536 64
Cash.....	3,212 35	Through ticket ledger.....	3,028 19
Stations.....	2,618 83	Rhodes, Curry & Company.....	1,433 20
Post Office Department.....	7,595 38	Gowrie & Blockhouse Collieries Com- pany, Ltd.....	5,208 01
Militia Department.....	64 28	Intercolonial Coal Mining Company..	3,171 04
Anglo-American Telegraph Company.....	46 42	Eastern Trust Company.....	584 91
Judge Weatherbie.....	30 00	Willard Kitchen.....	1,363 12
Sidney Grey.....	30 00		
Railway Extension, Charlottetown.....	812 33		
Accident Insurance.....	2,446 05		
Canadian Express Company.....	126 40		
Intercolonial Railway.....	1,168 37		
W. J. McCordock.....	93 94		
J. B. McManus, Limited.....	35 38		
	91,325 11		91,325 11

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1906.

SESSIONAL PAPER No. 20

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE Statement of Averages for years ended June 30, 1906 and 1905.

Details.	1906.	1905.
Mileage of railway open.....	261	209
Engine mileage.....	431,678	442,493
Train mileage.....	313,501	343,301
Car mileage.....	1,903,312	1,683,203
Receipts per engine mile.....Cents	59.60	49.11
" mile of railway.....Dollars	1,054.39	1,039.86
Percentage of passenger earnings to gross receipts.....	44.34	47.17
" freight " ".....	47.27	43.58
" other " ".....	8.39	9.25
Expenses per engine mile:—		
Drivers, fireman and cleaners' wages.....	7.05	7.10
Fuel.....	8.77	8.19
Oil, tallow, waste and small stores.....	.44	.42
Repairs to engines.....	4.79	7.59
Water and tank repairs.....	.65	.18
Miscellaneous.....	.81	.70
	22.51	24.18
Mechanical superintendent's salary, office and travelling expenses.....	.65	.57
Total.....Cents	23.16	24.75
Locomotive power, per engine mile.....	23.16	24.75
Car expenses.....	11.68	12.81
Maintenance of way and works, per engine mile.....	17.33	30.77
Station expenses.....	12.04	11.73
General charges.....	3.95	3.66
Total.....Cents	68.16	83.72
Locomotive power, per train mile.....	31.89	31.91
Car expenses.....	16.09	16.51
Maintenance of way and works.....	23.86	39.66
Station expenses.....	16.58	15.11
General charges.....	5.44	4.72
Total per train mile.....	93.86	107.91
Working expenses, per mile of railway.....Dollars	1,205.95	1,772.55

Average mileage open for year 244, which was used for averages.

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1906.

Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT,

CHARLOTTETOWN, P.E.I., July 5, 1906.

SIR,—I beg to submit herewith for your information the following statement of the operation of the mechanical department for the year ended June 30, 1906.

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

LOCOMOTIVES.

Eleven locomotives received heavy repairs, new driving boxes, new brasses, new side rod and main rod brasses, motion and running gear thoroughly repaired, and stay bolts in boiler thoroughly examined.

Ten locomotives received specific repairs. We had three cylinder heads broken which we repaired, 6 pop valves, 8 whistles and 130 sets of steam packing were made. Twenty-eight pairs of driving wheels, 24 engine truck wheels, 72 car wheels, and 160 car axles were turned. Four hundred wheels were bored and pressed on axles,

6-7 EDWARD VII., A. 1907

and 1,400 tubes were pieced and put into locomotives. Twelve locomotive smoke stacks were made, one tender rebuilt, and 30 smoke jacks were made; 226,449 lb. of iron were forged, as was also 1,248 lb. cast steel and 1,681 lb. spring steel; and 12,126 lb. of nuts were tapped. Fifty driving springs and 75 engine truck springs were made, and 100 repaired. Westinghouse air brake was applied to 4 locomotives, steam heat to 11 engines, and M.C.B. couplers to 15 locomotives. Three locomotives received new driving tires, and we have a great deal of running gear, too numerous to mention.

CAR DEPARTMENT.

One full baggage car, and one postal and smoking car, under construction last year, were finished. One second class and baggage combined, and 10 box cars were built, and all charged to capital. Six flat cars were rebuilt. Fifteen flat cars, 25 box cars, 2 flanger cars, and 6 passenger cars received heavy repairs. Twelve box cars, 10 flat cars, 2 flanger cars, and 2 snow ploughs received light repairs. Westinghouse air brakes were applied to 20 passenger cars and 262 freight cars; M.C.B. couplers to 41 passenger cars and vans, and 430 freight cars; and steam heat to 31 cars.

BRASS FOUNDRY.

Output: 12,810 lb. brass castings.

PAINT SHOP.

Nine passenger cars were painted and varnished, and 18 were cleaned and varnished. Twelve locomotives, 8 snow ploughs, 14 box cars, 20 flat cars, and 194 car roofs were painted; and 177 cars retarred. Sixteen hand cars, 50 switch frames, 7 settees for Montague branch, the new freight shed at Port Hill, and Brudenell bridge were also painted; and 1,500 panes of glass were put in buildings. Kensington station was painted inside and out; Cape Traverse station and dwelling inside; and Bedford station inside and out. Four men were employed for six weeks scraping and painting Hillsboro' bridge, preparatory to laying the ties.

ROAD AND TRAFFIC DEPARTMENTS.

Thirty-four loading platforms, 12 cattle stages, and 4 baggage and freight trucks were built; and 3 hand cars and 6 lorries were rebuilt. Twenty-six switch frames were made and mounted. Four boxes for papers, 10 coal boxes, 7 settees, 4 battery cases, 70 telegraph arms, 15 new frogs, 20 sets of new switch gear, 2 large sign boards, and 12 small ones were made. Thirty barrels of track plugs were cut. Thirty sets of switch gear, and 10 track ratchets were repaired. Six track lifters were made, and one bridge for Emerald was lengthened four feet, wind-braced and stayed.

On November 30, 1905, a fire started in our blacksmith shop, as we suppose, at 1.10 a.m. completely destroying the blacksmith and car shops, with all the machinery and patterns. It destroyed also the roofs of the power house, machine and erecting shops. This has been a great loss and inconvenience to the railway, as it left us without a single tool or pattern. The majority of the carpenters lost all their tools, which was a serious loss to them, as they are nearly all poor men.

I wish to say that Mr. Joughins has made every effort he possibly could to obtain new machinery for us, but it was very hard to get, and we have been at a great disadvantage, both for shop room and machinery. We have built a temporary blacksmith's shop, and repaired the power house and machine shop, and I am pleased to report that, although we have laboured under every disadvantage, our rolling stock is in a high state of efficiency, and equipped with all the most modern appliance of Westinghouse air brakes and M.C.B. couplers.

I have the honour to be, sir,

Your obedient servant,

G. A. SHARP, Esq.,
Superintendent P. E. I. Railway,

W. S. POOLE.
Mechanical Superintendent.

SESSIONAL PAPER No. 20

A.—PRINCE EDWARD ISLAND RAILWAY.
MECHANICAL DEPARTMENT.

STATEMENT of Cost of Locomotive Power for the Year ended June 30, 1906.

MONTHS.	Miles run by Engines, less Ballasting.	Cost of							AVERAGE COST PER 100 MILES.									
		Mechanical Superintendents' Salaries, Clerks and Office Expenses.	Enginemen's Wages.	Fuel.	Oil, Waste, &c.	Repairs.	Engine houses and Turntables.	Water.	Total.	Mechanical Superintendents' Salaries, &c.	Enginemen's Wages.	Fuel.	Oil, Waste, &c.	Repairs.	Engine house and Turntables.	Water.	Total.	
1905—																		
July.....	36,504	247 35	5,016 03	3,960 32	202 69	1,692 12	146 68	.....	9,235 19	0 07 8 19	10 76 0 55	4 52 0 40	7 04 0 39	4 52 0 40	0 00	25 00	
August.....	34,171	245 08	7,757 96	4,069 52	139 38	2,407 06	132 99	1 15	9,844 34	0 71 8 16	11 90 0 58	7 04 0 39	5 63 0 76	7 04 0 39	0 93	28 81		
September.....	35,747	248 12	8,129 88	3,129 88	166 64	2,013 26	272 73	2 47	8,380 74	0 69 7 13	8 76 0 46	5 63 0 76	3 80 0 82	5 63 0 76	0 01	23 41		
October.....	35,510	251 96	7,862 92	2,836 35	170 19	1,354 13	290 68	11 34	7,731 57	0 71 7 85	7 99 0 48	3 80 0 82	0 28 0 13	3 80 0 82	0 03	21 77		
November.....	39,507	136 70	865 47	1,007 38	58 01	112 84	164 64	2 75	2,847 79	0 33 2 19	2 54 0 13	0 28 0 13	4 12 1 28	4 12 1 28	0 06	5 94		
December.....	38,607	261 55	851 32	3,879 22	209 83	1,591 97	493 90	477 98	9,765 77	0 07 7 39	10 05 0 44	7 59 1 35	0 25 0 24	7 59 1 35	0 36	25 29		
1906—																		
January.....	37,870	245 30	698 75	3,327 13	147 67	1,722 62	485 46	126 64	9,723 57	0 69 7 44	9 25 0 42	7 59 1 35	0 22 0 10	7 59 1 35	0 36	27 10		
February.....	31,494	238 51	1,411 42	2,417 43	82 62	1,779 21	363 70	117 15	7,140 04	0 76 6 80	7 67 0 26	5 63 1 16	0 22 0 67	5 63 1 16	0 37	22 67		
March.....	37,201	237 09	2,800 14	3,500 68	185 61	2,773 00	347 63	388 05	10,232 20	0 63 7 53	9 41 0 50	7 46 0 94	0 27 0 51	7 46 0 94	0 29	27 51		
April.....	30,736	223 50	2,445 41	3,136 42	171 55	2,210 50	245 80	89 31	8,522 49	0 72 7 95	10 23 0 55	7 19 0 79	0 27 0 72	7 19 0 79	0 04	27 72		
May.....	37,539	232 06	2,930 04	3,798 97	212 11	1,808 01	217 56	58 23	9,256 98	0 62 7 80	10 12 0 56	4 82 0 58	0 24 0 66	4 82 0 58	0 16	24 66		
June.....	38,492	221 28	2,600 13	5,770 20	97 77	227 95	352 60	1,533 31	9,803 24	0 85 6 76	7 19 0 25	0 59 0 92	0 20 0 27	0 59 0 92	0 33	20 27		
Totals.....	431,678	2,789 10	30,441 23	37,833 50	1,904 07	20,693 27	3,514 37	12,808 38	99,983 92	0 65 7 05	8 77 0 44	4 79 0 81	0 23 16	4 79 0 81	0 65	23 16		

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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.
1905—July.....	4,735	13,776	13,555	7,529	450	35,310	86	10,682	46,078
August.....	4,404	11,949	13,237	7,526	96	32,808	100	9,944	42,852
September.....	3,902	12,378	13,573	1,653	514	28,118	111	9,411	37,640
October.....	4,279	11,073	14,567	2,536	172	28,348	159	10,869	39,376
November.....	4,655	11,020	17,860	2,519	31	31,430	154	11,002	42,586
December.....	4,181	10,773	16,944	338	158	28,213	270	10,492	38,975
1906—January.....	4,441	7,272	17,632	298	514	25,716	358	10,124	36,198
February.....	3,749	5,619	15,979	.....	108	21,706	108	9,680	31,494
March.....	4,312	6,618	18,897	.....	445	25,960	352	10,889	37,201
April.....	3,661	7,016	15,486	.....	160	22,662	257	7,817	30,736
May.....	4,394	11,027	16,880	2,353	.....	30,260	27	9,780	40,067
June.....	5,089	11,230	16,487	7,853	5	35,575	58	11,607	47,240
Totals.....	51,802	119,751	191,097	32,605	2,653	346,106	2,040	122,297	470,443

SESSIONAL PAPER No. 20

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for the year ended June 30, 1906.

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.
220,227	.....	6·57	9·73	4·97	1,074	2,444	844	703	5,221	5·30	1·83	1·53
210,808	.....	6·44	9·73	4·91	1,007	2,112	520	747	5,263	4·93	1·21	1·74
178,472	.....	6·46	9·64	4·74	796	1,748	560	566	4,737	4·64	1·48	1·50
185,173	.....	6·57	9·20	4·70	748	1,868	552	677	4,255	4·74	1·40	1·72
208,256	.....	6·63	9·14	4·89	899	1,988	496	714	4,729	4·67	1·16	1·67
173,424	2,286	6·18	9·32	4·45	970	1,932	640	703	5,574	4·95	1·64	1·80
136,266	2,956	5·40	8·15	3·76	869	1,813	464	692	5,378	5·01	1·28	1·91
124,098	616	5·74	8·37	3·94	707	1,548	388	579	5,028	4·91	1·23	1·83
132,680	2,058	5·20	8·62	3·56	836	1,652	460	695	5,034	4·44	1·23	1·86
129,609	321	5·76	8·39	4·21	774	1,584	456	661	5,640	5·15	1·49	2·15
197,224	.....	6·51	9·11	4·92	963	1,984	617	751	5,384	4·95	1·53	1·87
237,349	.....	6·67	9·28	5·02	1,028	2,748	872	935	4,874	5·82	1·84	1·98
2,142,586	8,237	6·23	9·08	4·55	10,671	23,421	6,869	8,423	5,080	4·98	1·45	1·79

S. F. HODGSON,

Mechanical Accountant.

6-7 EDWARD VII., A. 1907

C.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

MONTHLY STATEMENT of Car Mileage for year ended June 30, 1906.

Months.	First Class.	Second Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1905—July	46,980	24,886	39,839	56,957	60,565	229,227
August	32,592	22,038	37,373	56,696	62,109	210,808
September	38,383	24,127	34,078	56,614	25,270	173,472
October	28,196	21,808	33,774	80,007	21,388	185,173
November	27,476	22,196	38,063	89,173	31,348	208,256
December	29,666	24,539	30,774	69,197	19,248	173,424
1906—January	24,773	22,931	24,061	45,930	18,571	136,266
February	22,089	20,079	19,999	44,395	17,536	124,098
March	24,290	22,551	22,035	53,223	10,581	132,680
April	23,885	20,830	26,036	51,970	6,888	129,609
May	27,854	24,831	36,407	73,597	34,535	197,224
June	28,914	24,840	41,821	72,675	69,099	237,349
Total	355,098	275,656	384,260	750,434	377,138	2,142,586
LESS—Ballasting			27,354	150	211,770	239,274
Net Mileage.	355,098	275,656	356,906	750,284	165,368	1,903,312

S. F. HODGSON,

Mechanical Accountant.

D.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

STATEMENT showing the number of Locomotives and of the various classes of Cars and other Rolling Stock on July 1, 1905, and on June 30, 1906.

	CLASSIFICATION OF CARS.														Total.			
	Locomotives.	CLASSIFICATION OF CARS.																
		1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smoking.	Combined Postal and Baggage.	Baggage.	Pay Car.	Vans.	Box Freight.	Refrigerator Cars.	Stock.	Coal.	Platform.		Total.	Snow Ploughs.	Flangers.
On hand, serviceable, June 30, 1905...	27	23	12	5	4	3	5	1	3	223	3	21	21	145	469	9	9	18
Condemned, July 1, 1905.....				1		1	1		1				1	2	7	1		1
Total.....	27	23	12	6	4	4	6	1	4	223	3	21	22	147	476	10	9	19
Built during the year on capital account.....				1					10						11			
Total.....	27	23	12	7	4	4	6	1	4	233	3	21	22	147	487	10	9	19
Condemned, July 1, 1905.....				1		1	1		1				1	2	7	1		1
" during the year.....				1					1					1	3			
Burnt in shop fire, November 30, 1905.....				1						1					2		1	1
Total condemned and burnt.....				3		1	1		2	1			1	3	12	1	1	2
Less—Rebuilt.....													1	2	3			
To be rebuilt.....				3		1	1		2	1				1	9	1	1	2
Add serviceable and repairing.....	27	23	12	4	4	3	5	1	2	232	3	21	22	146	478	9	8	17
Total.....	27	23	12	7	4	4	6	1	4	233	3	21	22	147	487	10	9	19

S. F. HODGSON,

Mechanical Accountant.

E.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

COMPARATIVE STATEMENT of the expenses of the Mechanical Department for the years ended June 30, 1905 and 1906.

	1905.	1906.
The mile run by trains were	343,301	313,501
" engines were	442,493	431,678
" cars were	1,683,203	1,903,312
" snow ploughs were	58,902	8,237
	\$ cts.	\$ cts.
The cost of locomotive power was	109,541 81	99,983 92
" repairs to cars was	17,635 63	10,646 79
" " passenger car was	6,013 08	3,904 56
" " postal and smoking cars was	1,452 51	1,250 62
" " freight cars and vans was	10,170 04	5,491 61
" labour, oils and waste was	666 94	648 61
" repairs to snow ploughs was	1,820 41	451 61
The cost of locomotive power per 100 miles run by trains was	31 90	31 89
" " " engines was	24 75	23 16
" " " cars was	6 51	5 25
The cost of repairs to cars per 100 miles run by trains was	5 13	3 39
" " " engines was	3 98	2 46
" " " cars was	1 05	0 56
The cost of labour, oil and waste for packing per 100 miles run by trains was	0 19	0 20
" " " engines was	0 15	0 15
" " " cars was	0 03	0 03
The repairs to passenger cars per 100 miles run by trains were	1 75	1 24
" postal and smoking cars were	0 42	0 39
" freight cars and vans	2 96	1 75

PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS during year ended June 30, 1906.

Cause of Accident.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1. Fell from cars or engine								
2. Jumping on or off trains or engines while in motion.				1				1
3. At work on or near the track making up trains				4				4
4. Putting arms or heads out of windows				2				2
5. Coupling cars				2				2
6. Collision or by trains thrown from track				1				1
7. Struck by engines or cars on highway crossings								
8. Walking, standing, lying, sitting, or being on track								
9. Explosions								
10. Striking bridges								
11. Other causes				16				16
Total.				24				24

CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER,

MONTREAL, July 31, 1906.

SIR,—I have the honour to submit herewith my annual report on the works under my charge, for the fiscal year ended June 30, 1906.

This division comprises the Lachine, the Soulanges and the Beauharnois canals, on the St. Lawrence route: the Ste. Anne, the Carillon and 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.

I am pleased to say that no serious accident occurred during the last fiscal year and that navigation was conducted without interruption, except on the Lachine canal, when traffic had to be suspended on May 30, and again on June 20 last.

The first interruption was due to the throwing down of the upper gates of the south lock No. 2, by the steamer 'Wahcondah.' Through some yet unexplained cause the vessel came into the lock at such a rate of speed that she could not be checked in time to avoid colliding with the gates. These were thrown down and very great damage and probably heavy loss of life would have ensued, had not a stopgate, which was lying down immediately above the mitre sill, raised automatically and successfully stopped the rush of water from Basin No. 2.

As explained in my report of June 1, last, that unexpected working of the stop gate prevented damage, which would certainly have amounted to hundreds of thousands of dollars, not to mention probable loss of life, Basin No. 2 being full of vessels of all classes at the time; among them seven or eight market steamboats with a large number of people on board.

Another accident took place on June 20 last, when the steamer 'Orion' struck the barge 'Alice' which was being towed out of the big lock, at Cote St. Paul.

The barge, which was loaded with coal, went down on top of the breast wall and was so badly broken that the whole of the cargo had to be removed before she could be floated again.

This necessitated the unwatering of the long reach of the canal. Work was carried on night and day, as soon as the water was low enough, and navigation was resumed at 3 a.m. on Sunday, the 22nd June.

LACHINE CANAL.

Length $8\frac{1}{2}$ 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.

The main items of work performed here during the year under the above head was as follows:—

Locks and Lock Gates.

The bottoms of most of the locks were thoroughly cleaned and the walls pointed, while the canal was unwatered last spring.

Two pairs of gates were built and three pairs of old gates overhauled during the winter; the former were placed in position at locks Nos. 4 and 5.

Bridges.

Except the new Atwater Avenue Bridge, all the swing bridges on this canal were replanked during the season and seven stationary bridges over the weirs and at lock approaches were also refloored and painted.

Masonry and Concrete Work.

The strengthening of exposed masonry work in the approaches of locks, bridges and basins was proceeded with last year. Strong blocks of concrete with steel plate facing were built at the following points:—

At the western end of the wall dividing flour shed basins Nos. 1 and 2; at the northeast end of the wall forming the northern side of Wellington basin; at the north-eastern entrance to north lock No. 3, and at the end of the pier between the two St. Gabriel locks.

At each place strong cast-iron mooring posts were inserted in the concrete.

Mooring Posts.

A hundred heavy cast-iron mooring posts were put in at various places, especially in the vicinity of the locks and bridges. It is the intention gradually to replace all the present wooden posts along the reaches by cast-iron ones, in order to reduce the cost of maintenance and make the navigation of the canal safer for heavy vessels.

Booms.

New booms were built during the year and placed as follows:—

One boom 250 feet long above St. Gabriel bridge.

One boom 250 feet long along the north side of the lower entrance to lock No. 4

One boom 250 feet long along the north side of the canal above lock No. 4.

Two booms 250 feet long each under the Canadian Pacific Railway bridge at Rockfield.

Several old booms were also repaired.

Buildings.

Considerable work was done to strengthen the floor of St. Gabriel shed No. 1, occupied by the Great Lakes Steamship Company.

The doors of the shed were also repaired, and a platform 500 feet long, 4 feet high and 16 feet wide was built alongside of the shed for the reception and delivery of freight on the outside of the shed.

Teams are no longer brought into the shed, and the cost of maintenance will thereby be considerably reduced in future.

A 20 feet extension was built at the south end of the blacksmith shop, which had become too small for present requirements.

Extensive repairs were made on the building leased to the Canada Horse Nail Company near the canal dry dock. They consisted of the renewal of a number of interior columns supporting the upper floor and roof. These columns rest on solid concrete piers. The over-hauling of the foundations of the outside walls, concrete being used, and the repairing of the brick walls on the south side of the building.

PLANT AND MACHINERY.

Pending the completion of a new gate lifter for this canal, the old gate lifter was overhauled and will be kept as a spare.

Three new machine tools were purchased during the year, and set up in the shops on Mill street, viz., one milling machine, one bolt cutter and one drilling machine. These make our equipment up-to-date, and will permit of all the iron work required in connection with the canal structures being done in our own shops.

INCOME.

Rebuilding Wall on South Side of Basin No. 2.

This work consisted of the facing of the old masonry wall on the south side of the basin with a heavy concrete wall from the top of the underpinning to the level of the bank, a height of 13 feet, and of some repairs to the mill flume through the old wall; also of the providing of timber booms for the protection of the new wall. The work was satisfactorily completed last summer by the contractors, Messrs. Quinlan & Robertson.

Rebuilding Wharf and Sidewalks at Lower Entrance to Lock No. 1.

The old cribwork on both sides of the entrance was removed to a line about a foot below the lowest water in the harbour and rebuilt with concrete faced with heavy cut stone. A cut-off was left in the wall on each side to receive the ends of a cofferdam, should it become necessary to unwater the lock at some future time.

The contractors for this piece of work were Messrs. Quinlan & Robertson.

Rebuilding Lachine Wharf.

The old wharf consisted of detached cribs filled with stone. These were taken down to a line one foot below low water and rebuilt with concrete all round. The space between the walls of the pier thus formed was filled with stone. The bays between the piers were spanned with steel box beam girders, and a flooring provided over this structure and consisting of expanded metal covered with a thick layer of concrete. The whole of the roadway was afterwards macadamized.

The coping on both sides was protected by a steel plate nozing, strongly fastened to the concrete, and the ice breaker at the western end also covered with a steel protecting plate.

Timber waling pieces were also placed on both sides of the new wharf.

The work presents a neat and solid appearance. It was performed under contract by Messrs. Quinlan & Robertson.

Rebuilding Walls, St. Gabriel Basin No. 1.

This work was done by Messrs. Quinlan & Robertson while the canal was unwatered in April last. It consisted in removing the old timber walls for a height of 4 feet and rebuilding them in concrete.

The total length of wall built is 1,650 feet, of which a length of 400 feet is protected by a steel plate on the nozing of the coping.

Paving Approaches to Bridges.

Under this appropriation the approaches to Black's bridge, Brewster's bridge and Seigneurs street bridge were paved with granite blocks, laid on an 8-inch concrete foundation. In all about 3,000 square yards of paving were laid.

The work was done under contract by Messrs. Quinlan & Robertson.

Repairing Leak between Basin No. 1 and Lock No. 1.

As reported in July, 1906, a serious leak had developed under the spur wall and the chamber wall of Lock No. 1, owing to a streak of sand and gravel running through the hard pan on which these walls had been built.

The work done here to repair the damage and make the lock secure, consisted chiefly in deepening the foundation of the spur wall, building a deep concrete cut off across the lock entrance and rebuilding the bottom of the lock to a greater depth.

The work was successfully done by the original contractors, Messrs. Quinlan & Robertson.

CAPITAL.

Rebuilding Slope Walls.

This work is being done under contract by Messrs. Quinlan & Robertson.

The past year's operations consisted in the rebuilding of the vertical wall on the north side of the canal, from the Canadian Pacific Railway bridge to the old lock at Lachine. The old masonry wall was taken down to the rock foundation and concrete substituted, cast-iron niggerheads being inserted in place of the old wooden mooring posts.

There still remains about four miles of these slope walls to be rebuilt and in order to reduce the time of building, plans were devised during the year, whereby the work could be carried on without unwatering the canal. Operations will be resumed on these lines during the present season of navigation.

Dredging Basins, &c.

The appropriation for the above work was chiefly expended in dredging Basin No. 1 which was opened to navigation during the month of June last.

The work was performed under the efficient supervision of Mr. Wm. O'Brien, superintendent of dredging.

The total amount of material dredged out and placed to spoil was about 12,000 cubic yards.

All the works above described under the heads of capital and income were supervised by Mr. Henry R. Lordly, engineer in charge, and the repair work by Mr. D. O'Brien, overseer of the canal. Both are deserving capable officers, attentive to their duties, and I have much pleasure in acknowledging here the valuable services they have rendered during the year.

Bridge at Atwater Avenue.

The superstructure of this bridge, the substructure of which had been built the year previous, was supplied and erected by the Dominion Bridge Company, during the months of April, May and June last.

This bridge is 205 feet long and 35 feet wide, the clear width of roadway being 26 feet, and of the side walks on either side, 3 feet. It was opened to traffic in June.

The Montreal Street Railway have secured permission to lay a track over it, the consideration for the privilege being the supply by the company of the necessary power to operate bridge.

ELECTRIC INSTALLATION.

Machinery for the operation of Lock Gates.

During the summer of 1905, the gates of old lock No. 4 (Côte St. Paul), were equipped with the appliances devised in this office for the operation of lock gates by electricity.

In order to make a practical test as to the efficiency of this machinery, several experiments were made in the presence of Mr. A. A. Dion, electrical engineer, who had been appointed by the department to make a report thereon and later in your own presence.

The tests having been found satisfactory, instructions were given to have a full set prepared, for the purpose of inviting tenders for the equipment of the ten locks on the canal.

The contract has since been awarded to Messrs. Lymburner & Mathews of Montreal. At the date of writing the whole of the machinery is completed and the putting up of it on the gates will proceed without delay, it being expected that the locks will be electrically operated in the early part of September next.

The Atwater Avenue bridge contract and the devising of the machinery for the operation of the gates by electricity, were under the supervision of Mr. L. S. Pariseau, the details of the latter having been worked out by him.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet; 15 feet of water on sills; total rise, 84 feet.

REPAIRS AND RENEWALS.

The structures of this canal received the usual amount of attention during the year. Considerable work was done in connection with the fences along the canal property.

The flooring of three of the swing bridges was completely renewed.

The bottom and slopes of Clement's Gully were lined with stone for a considerable length and a number of farm bridges repaired.

A quantity of stone was quarried out of the bed of River Delisle and used in renewing the stone lining on the canal slopes.

Two old scows were thoroughly overhauled.

INCOME.

Tugs and Scows.

The hulls of a flat scow and a small tug were built during the year. The tug is 65 feet long, 12 feet beam, and will draw about 4 feet when completed. It will be fitted during the summer with two gasoline engines 20 or 25 horse-power each, and is intended for the canal repairs.

The scow is 80 feet long, 24 feet wide and 5 feet deep.

Ditches.

The collecting ditch along the north side of the canal opposite the power house was widened and deepened with a view to preventing further damage being done to farmers' lands. In order to make this ditch as effective as required, the breast walls at both ends of the Rivière à la Graisse culvert will have to be lowered about 15 inches.

This will be done at low water this summer.

The ditch along the north side of the canal from lock No. 3 to Clement's Gully, which discharged its waters both east and west, was deepened and given a single slope towards the gully. The drainage of the farmers near Lock No. 3 has thereby been very materially improved and no further damage by flooding or soakage is expected to take place in that section.

The drain between Lock No. 4 and Clement's Gully, which had proved too small to carry off the spring waters, was made two feet deeper and two feet wider.

A new ditch about half a mile in length was cut along the south side of the canal between Cedars' bridge and Lock No. 4. Its purpose is to carry off water leaking through the bank, and which formerly found its way on to the farmers' lands.

The slopes of all these ditches were carefully lined with stone for a certain height and sodded above.

Electric Line.

The overhead wires connecting the main line with the bridge cabins have been replaced by submarine cables during the year. It was found that unless these wires

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were laid with a considerable sag, the straining effect in the cabin was too great. On the other hand the sagging wire might at any time come in contact with some part of the bridge and create a short circuit, the result of which might have been serious. This was remedied, as stated above.

Land Damages.

The claim of Mr. Clement for damage to his land by water during the construction of the canal has been settled, the claimant giving a satisfactory discharge.

In the case of Mrs. Tremblay, negotiations could not be concluded before the end of the fiscal year.

Survey at Upper Entrance.

During the fall of 1905, soundings were taken in Lake St. Francis, in view of the proposed breakwater, for the protection of the upper entrance to the canal.

This matter will receive further attention this year.

CAPITAL.

Workshops.

Tenders for machine tools had been invited for this canal towards the end of the fiscal year 1904-05.

These machines were received and installed during the year. The shop equipment is now as follows:—

Carpenter shop.—15 horse-power electric motor, circular saw, band saw, jig saw, surfacer, planer, double head shaper, wood lathe.

Machine and blacksmith shop.—Screw power lathe, universal milling machine, screw cutting and nut tapping machine, upright drill, planer, the whole driven by two 5 horse-power motors. All the machines can be operated at a time, or singly as required.

All the works above described under the heads of Income and Capital were supervised jointly by M. L. S. Pariseau, engineer in charge, and the overseer, Mr. L. A. Sauv e, the latter also having charge of the repairs.

BEAUHARNOIS CANAL.

Length, 11¼ miles; 9 locks, 200 x 45 feet; 9 feet of water on sills; total rise, 82½ feet.

This canal is only being used for a few market boats and stray barges. The staff has been reduced to one man at each lock and isolated bridges and the three men in charge of ferries.

REPAIRS AND RENEWALS.

The structures on this canal received the ordinary attention during the year.

A number of farm bridges over the towpath were rebuilt, stone being substituted to timber, so as to minimize future maintenance.

One of the abutments of the bridge at St. Timothee was rebuilt with concrete. The bridge over the Lost Channel between St. Timothee and Grande Ile received a coat of paint.

The stone crushed last year was used in macadamizing the lower portion of the Hungry Bay dyke.

A new ditch 2½ miles long was made along that dyke, and 5½ miles of old ditch were thoroughly cleaned.

Three repair scows were overhauled, and extensive repairs made at the saw-mill and carpenter shop.

At the time of the construction of the canal a number of spare gates had been provided and sunk in one of the basins but had never been used. They were raised and found to be of a pattern that could not fit the locks in their present condition. They have been taken apart, and the material in them is being used for repairs.

The telephone line was overhauled last spring and the service much improved.

The breastwalls of the waste weir at locks Nos. 7-12 and 13, were taken down and rebuilt during the months of March, April and May last. All the waste weirs on this canal are now in good condition.

INCOME.

Ste. Barbe Dyke.

This dyke was completed during last winter, and the farmers can now proceed with their drainage works without this risk of the Lake St. Francis waters running into them.

The income work on this canal was supervised by Mr. L. S. Pariseau, and the repair works by the overseer, Mr. J. M. Deschenes.

STE. ANNE LOCK.

Length $\frac{1}{2}$ mile; 1 lock, 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet. Old lock still available, 200 x 45 feet, 6 feet of water on sills; total rise, 3 feet.

Repairs and Renewals.

Irrespective of the keeping of the lock and other structures in good repair, there were performed here a few special items of work, as follows:—

Renewing waling pieces and fender posts on the piers of the south channel.

Renewing the covering of the outside wing pier above the locks, on a length of 400 feet.

Rebuilding a piece of masonry wall forming the east abutment of a small bridge on the north side of the upper entrance.

Building a repair scow 35 feet long, 12 feet wide and 3 feet deep.

The Canadian Pacific Railway Company commenced the widening of their bridge crossing the lock here in June last. This widening necessitated the moving of the overseer's house and out-buildings, as well as a shed, some 30 feet northwest of their positions. This work has been satisfactorily done at the expense of the railway company.

CARILLON AND GRENVILLE CANALS.

Carillon Canal.—Length $\frac{3}{4}$ -miles; 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 of these canals are under one overseer. They are separated by a stretch of navigable river about 5 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.

The various structures on these canals received the usual amount of attention and were kept in thorough repair during the year.

The only items of work worth mentioning here are:—

1. The placing of protection beams on some of the lock gates, which could not be equipped the year before. All the locks on both canals are now fully equipped with

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these appliances which will certainly minimize if not entirely prevent the effect of collisions between vessels and gates.

2. The renewing of the furnace in the statistical officer's office, at Carillon.
3. The rebuilding of one of the lighthouses, at the head of the Carillon canal.
4. The completion of a carpenter shop at Carillon.

The Carillon and Grenville canals are now electrically lighted, two contracts for this service having been awarded last fall, the one for the Grenville canal, to Messrs. Ross & Sons, of Hawkesbury, the other for the Carillon canal to Messrs. Ayers & Hamelin, of Lachine.

The contractors provide the lines, lamps, &c., and maintain the whole, the department paying them a fixed sum, per arc and incandescent lamps, for the year or for the season of navigation, as the case may be.

The number of arc lights thus supplied is 90 on the Grenville canal, and 18 on the Carillon canal.

The service was inaugurated on the latter in the month of October, 1905, and on the Grenville canal at the opening of navigation in May last. It has given good satisfaction since.

INCOME.

Guide Pier, Lower Entrance to Grenville Canal.

The Guide Pier forming the south side of the lower entrance to the Grenville canal at Greece's Point, which was considerably decayed, was torn down to the level of low water and rebuilt.

The timber used was treated with a compound known as 'Carbolineum' for which it is claimed that it doubles the life of timber exposed to the weather.

GRENVILLE WHARF.

This work is now completed, except for the putting in position of a few waling pieces and the dredging of a point of land at the entrance to the steamboat basin.

As soon as the division dredge is through with some pressing work on the Lachine canal, she will be sent up to remove the point in question.

The wharf is substantially built of concrete on timber foundations.

The Resident Engineer on these canals, Mr. F. J. Lynch, died on January 5th last, after a long term of faithful service in the Department of Railways and Canals.

Upon his demise, Mr. J. T. Lemire, Assistant Engineer, in my office, was temporarily put in charge of the work, and has since practically pushed it to completion.

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.

REPAIRS AND RENEWALS.

The various structures on this canal were kept in thorough repair during the year, the main items of work done being as follows:—

Two new booms were built and placed between the upper piers above the lock.

A thick layer of broken stone was placed along the west side of the lock and well compacted.

The thick layer of broken stone was placed along the west side of the lock and well compacted.

The wrecking scow used here for the last two years in rebuilding the landing wharves, &c., was overhauled during the winter and is now ready for the summer operations.

The overseer's house was provided, during last spring, with a heating apparatus.

INCOME.

New Piers.

Four new piers were built here last year with a view to give additional mooring space above the lock.

Three of these are on the west side and the fourth one on the east side of the entrance. The former are built solid with concrete, resting on pile foundations

The latter is also laid on piles and built of concrete, but with a hollow chamber in the centre, the walls being $4\frac{1}{2}$ feet thick, and the hollow filled with boulders.

New Booms.

About 275 lineal feet of booms were built and used to span the spaces between the concrete piers erected last year and the year before. They consist of three rows of square timber 12-inch x 12-inch, strongly fastened together by heavy screw bolts.

The income work on the St. Ours lock was supervised jointly by Mr. L. S. Pariseau and the overseer, Mr. Olivier Laverdure.

CHAMBLY CANAL.

Length, 12 miles; 9 locks 118 x $22\frac{1}{2}$ feet; $6\frac{1}{2}$ feet of water on the sills; total rise, 74 feet.

STAFF.

On August 1 last, Mr. P. B. Benoit, superintendent of this canal was transferred to the position of inspector of stores, on the canals of the province of Quebec, and Mr. P. A. Jodoin, appointed in his stead.

REPAIRS AND RENEWALS.

The chief items of work performed under the above head during the fiscal year just expired, are as follows:—

1. Building three pairs of gates and repairing some old ones. In a year or two every one of the nine locks on this canal will be provided with new spare gates.

2. Building a concrete sill at Lock No. 3. All the sills are now renewed in concrete.

3. Five old wooden culverts across the towpath were taken down and rebuilt, 24-inch vitrified clay pipe being substituted to timber.

4. A considerable amount of work was done on the ditches along the canal boundary line, one large ditch from the outlet of Denault's Culvert to the Richelieu river receiving particular attention. It is of considerable depth for a distance of a couple of hundred feet and with a view to reducing the cost of maintenance, an old iron pipe 3 feet in diameter, formerly used in connection with the Canal Power House, was laid at the bottom of the ditch, covered up with 2 feet of earth and this, as well as the slopes of the upper part of the ditch lined with stone.

In ordinary weather the pipe is large enough to take all the water issuing from the culvert and in time of flood the surplus water will find its way to the river by way of the ditch above.

5. The canal power house, which had been disturbed from its foundation by floating ice in the spring of 1905, was taken up from its former position on the shore of the river to new concrete foundations built at a higher level on the bank. The machinery is now installed in the building.

6. Two watch houses were built, one at Ste. Therese island bridge and another at lock No. 9.

7. Two new scows, each 53 feet long and 16 feet wide, were provided during the winter season. Both are equipped with a derrick, and are available for the present summer operations.

INCOME.

Swing Bridge at Riley's Crossing.

The old wooden bridge at this point was replaced during the year by a steel structure 66 feet long and 16 feet wide. The pivot pier and abutments are of concrete. The superstructure was supplied and erected under contract by the Phoenix Bridge and Iron Works, and the concrete work performed by the canal staff.

Macadamizing Towpath.

This work has been under way for two years. Last year's operations extended over a distance of a couple of miles. There still remains to be macadamized about one-half of the whole length of the towpath between Chambly and St. Johns. It is expected that the work will be completed during the summer of 1907.

Strengthening Bank at Ste. Therese.

From Fryer's waste weir northward for a distance of about one-third of a mile the canal is separated from the Richelieu river by a narrow made up bank, the bed of the river being 8 to 10 feet lower than the bottom of the canal. This bank has always been considered more or less dangerous. A portion of it having given way in 1905, permanent repairs were commenced without delay. A large quantity of stone was first dumped into the bed of the river as a foundation for the new wall and a protection against the swift current. The wall is built of large blocks of stone carefully put together. A length of 600 feet was commenced last year and brought up to the level of medium water, thus making the bank safe.

Operations will be resumed during the present summer.

Road West Side of Canal.

This work was continued during the months of May and June last, 4,000 feet of macadam being laid in the two months. There remains still to be done a section 600 feet in length, which will be completed during the present summer.

The income work on this canal is under the joint supervision of Mr. L. S. Pariseau and the superintendent, Mr. P. A. Jodoin.

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

(Sgd.) ERNEST MARCEAU,
Superintending Engineer, Quebec Canals.

QUEBEC CANALS.

STATEMENT of the closing and opening of navigation.

Names of Canals.	Closing.	Opening.
Lachine Canal.....	2nd December, 1905	29th April, 1906
Soulanges Canal.....	2nd " " 1905	23rd " " 1906
Beauharnois Canal.....	30th November, 1905	1st May, 1906
Chambly Canal.....	30th " " 1905	1st " " 1906
St. Ours Lock.....	29th " " 1905	18th April, 1906
St. Anne Lock.....	30th " " 1905	19th " " 1906
Carillon and Grenville Canals.....	30th " " 1905	30th " " 1906

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 June 30, 1906.

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.
1905.								
July.....	17	7	16	6	17	2	16	3
August.....	16	11	15	9	16	8	15	8
September.....	16	4	15	7	16	3	15	8
October.....	15	10	15	2	16	1	15	6
November.....	15	10	15	0	15	11	15	4
December.....	23	11	15	3	15	10	14	11
1906.								
January.....	33	0	19	9	17	8	15	10
February.....	31	8	28	2	16	9	15	6
March.....	27	10	26	0	16	8	15	0
April.....	34	2	18	2	17	3	16	2
May.....	19	10	18	3	17	3	16	2
June.....	20	1	18	3	18	3	17	2

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of lock No. 1, at lower entrance, and lock No. 5, at upper entrance, during the fiscal year ended June 30, 1906.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July.....	18	6	18	2	17	8	17	1
August.....	18	4	17	6	17	4	17	1
September.....	17	7	17	5	17	4	17	1
October.....	17	4	17	3	17	3	16	9
November.....	17	5	17	3	17	2	16	5
December.....	17	7	17	2	17	1	16	5
1906.								
January.....	19	7	17	5	17	8	16	9
February.....	19	3	18	4	17	3	16	9
March.....	19	9	18	2	17	2	16	9
April.....	18	9	18	2	17	4	16	9
May.....	19	5	18	6	17	0	16	6
June.....	19	6	18	6	17	0	16	8

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BEAUHARNOIS CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 6, at lower entrance, and Lock No. 14, at upper entrance, during the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 6, LOWER SILL.				LOCK NO. 14, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1905.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	11	6	10	6	12	3	11	7
August.....	11	0	10	4	11	11	11	4
September.....	10	4	10	2	11	9	11	3
October.....	10	4	10	2	11	7	11	2
November.....	10	4	9	10	11	7	10	10
December.....	9	10	9	7	11	9	10	10
1906.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
January.....	12	10	9	10	12	1	11	7
February.....	16	10	11	6	11	9	11	2
March.....	14	6	11	10	11	8	11	1
April.....	11	0	10	8	11	8	11	2
May.....	11	6	11	0	11	7	11	2
June.....	12	0	11	6	11	7	11	4

STE. ANNE LOCK.

STATEMENT showing the depth of the river water on the mitre sills of Ste. Anne Lock, during the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1905.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July.....	12	2	11	4	12	6	11	8
August.....	11	6	10	10	11	10	10	8
September.....	11	0	10	8	11	0	10	6
October.....	11	5	10	6	11	5	10	3
November.....	10	9	10	3	11	4	10	9
December.....	10	11	10	5	11	5	10	6
1906.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
January.....	12	9	10	11	12	7	10	8
February.....	12	1	10	10	12	3	11	1
March.....	11	11	10	5	12	5	10	6
April.....	12	1	11	3	13	10	12	0
May.....	13	1	12	1	15	5	13	10
June.....	13	5	12	2	15	7	13	10

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CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1, at lower entrance and Lock No. 2, at upper entrance, during the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 2, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July	13	10	12	11	13	9	12	5
August.....	13	1	11	10	12	5	11	1
September.....	12	0	11	8	11	6	11	0
October.....	12	7	11	5	12	5	10	10
November.....	12	7	12	0	12	3	11	5
December.....	12	8	11	10	13	5	11	0
1906.								
January.....	14	6	11	10	15	0	12	6
February.....	13	10	12	9	14	11	12	8
March.....	14	2	11	8	14	0	10	7
April.....	15	4	13	6	15	6	11	9
May.....	17	3	15	5	17	6	15	4
June.....	17	3	15	4	17	7	15	5

cases.

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Locks Nos. 3 and 7, Grenville Canal, for the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 3, LOWER SILL.				LOCK NO. 7, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July	16	6	15	2	14	0	12	7
August.....	15	5	13	6	12	11	10	9
September.....	13	10	13	3	11	4	10	4
October.....	14	10	13	2	12	3	10	4
November.....	14	8	13	11	12	2	11	5
December.....	15	6	13	7	12	0	10	9
1906.								
January.....	18	2	13	7	13	11	10	8
February.....	18	6	15	4	13	3	11	5
March.....	16	2	13	6	13	5	10	4
April.....	18	11	15	1	16	4	12	9
May.....	21	7	18	9	18	8	16	4
June.....	21	5	19	0	18	6	16	2

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours Lock, during the fiscal year ending June 30, 1906.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July	10	11	9	2	10	9	9	8
August	10	3	8	6	10	6	9	6
September	9	6	8	4	10	3	9	5
October	9	4	8	3	10	0	9	2
November	8	9	7	3	9	8	8	10
December	11	8	8	3	9	2	8	8
1906.								
January	15	6	10	3	12	6	8	11
February	12	11	10	8	10	5	9	4
March	13	3	10	3	11	1	9	8
April	13	5	12	0	11	10	10	4
May	13	9	12	2	12	0	10	11
June	13	4	10	10	11	10	10	3

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 ending June 30, 1906.

MONTHS.	LOCK NO. 9, LOWER SILL.				LOCK NO. 9, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1905.								
July	12	10	11	4	10	0	8	11
August	12	6	11	0	9	10	8	7
September	12	1	10	10	9	6	8	9
October	11	9	10	3	9	3	8	6
November	10	10	9	6	9	8	7	10
December	10	11	9	9	8	10	8	3
1906.								
January	16	11	10	7	9	11	8	4
February	13	2	11	10	9	9	9	0
March	14	6	11	8	9	8	9	0
April	14	4	12	0	11	0	9	7
May	14	3	13	2	11	0	9	8
June	14	5	12	2	10	3	9	4

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LACHINE CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1906.

Dates.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Remarks.
1905.			\$ cts.	\$ cts.	
Aug. 11.	Yacht <i>Marguerit</i> ...	J. H. Rutherford....		15 03	Collides with Seigneur street bridge.
Nov. 3.	Steamer <i>Indianapolis</i>	J. H. Lent.....		30 00	Damages to N. Gate Lock No. 1.
1906.					
May 28.	" <i>Garnet</i>	M. & Cornwall Nav. Co.....		11 92	Collides with Seigneur street bridge.
" 30.	" <i>Wahcondah</i> .	New Ontario SS. Co.....	(1).....		Damages to Upper Gates, Lock No. 2.
June 20.	" <i>Orion</i>	G. S. Thorn.....	(2).....		Damages to Upper Gates of Lock No. 4.
		Total.....		56 95	

1-2—Amounts to be collected from steamers *Wahcondah* and *Orion* not given, as the repairs to structures are not all completed, 1st August, 1906.

SOULANGES CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1906.

Dates.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Remarks.
1905.			\$ cts.	\$ cts.	
July 18.	Steamer <i>Ncepawa</i> ...			20 00	Coping Lock No. 1.
Sept. 6.	Steamer <i>A. H. Marshall</i>	Great Lakes & St. L. Trans. Co.....		20 00	" " 3.
Nov. 15.	Steamer <i>R. Wallace</i> ...	Great Lakes & St. L. Trans. Co.....		20 00	" " 1.
Oct. 1.	Barge <i>Hamilton</i>	Mont. Transp. Co.....		35 00	" " 1.
" 8.	" <i>Imperial</i>	Imperial Oil Co.....		25 00	Wharf at power house.
Nov. 22.	Steamer <i>Seguin</i>	Dept. Mar. & Fis....		21 60	Fender, &c., Lock No. 1.
" 28.	" <i>Aberdeen</i>	" ".....		25 00	Metal box, " 5.
1904.					
Sept. ..	" <i>Wahcondah</i> .	New Ontario SS. Co.....		200 00	Coping, " 3.
June 6.	" ".....	" ".....	20 00		Running too high speed in canal.
			20 00	366 60	

CHAMBLY CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1906.

Dates.	Name of Vessel.	Names of Owners.	Fines.	Damages.	Remarks.
			\$ cts.	\$ cts.	
Nov. 15.	Barge <i>Bennett</i>	Capt. Goudreau....		12 00	Collides with entrance pier, St. Therese bridge.....
				12 00	

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,

CORNWALL, July 28, 1906.

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 fiscal year ending June 30, 1906.

RAPIDE PLAT CANAL.

The Morrisburg Power Plant.

A lease was granted on February 23 last, to the corporation of the village of Morrisburg, for the purpose of generating electrical power and transmitting the same for lighting and manufacturing purposes, to the extent of eleven hundred (1,100) horse-power.

In this connection, a contract was entered into between the corporation of Morrisburg and Mr. Wm. Birmingham, contractor, for the construction of sluice ways or supply weir and a power house, the nature of the work being subject to the approval and supervision of the government engineers.

The foundations for this work were commenced on May 11 last, and are still in progress.

The power plant is situated 30 feet east of the extreme west end of the south-west retaining wall of lock No. 23, immediately opposite the village of Morrisburg.

It is expected that the power house will be completed and ready for operation by the end of the year.

GALOPS CANAL.

Iroquois Section.

The contract for this work was awarded to Messrs. Larkin and Sangster. The work was commenced on May 20, 1897, and was completed in November, 1902.

The last progress estimate represents as nearly as possible the full value of the work done, and was sent in on March 31, 1905.

The final plans, diagrams and detail calculations are now being prepared. A considerable amount of work remains to be done, and every effort is being made to have them completed by the end of this year.

Cardinal Section.

For this work a contract was entered into with Messrs. Wm. Davis & Sons, on May 10, 1897.

The entire work on this contract was completed on August 25, 1904, and the final estimate was returned on November 1, 1905.

Wharf at Cardinal.

This wharf is situated in the canal at the west end of the 'Deep Cut' through the village of Cardinal, at the junction of the old and new canals. It is 80 feet long on the new canal side, 150 feet long on the old canal side, and 25 feet wide at the west end. It was built for the accommodation of the village of Cardinal, and will prove a great convenience, as since the new canal was opened for traffic, it has been impossible to land any heavy freight for the village, from boats passing up the canal.

A contract was entered into with Messrs. Quinlan & Robertson, for the construction of this wharf. The work was commenced on May 15, 1906, and has just been completed.

The final estimate is being prepared and will be returned in a few days.

Upper Entrance.

This contract was awarded to Messrs. Murray and Cleveland on November 14, 1888.

The works of construction proceeded with during the past year, are as follows:—

Earth excavation.—Dredging operations were carried on from November 16 to December 13, 1905, when the combing between the widening on the north side and the original north slope of the prism near the upper entrance to canal, was removed. They were resumed on April 4, 1906, the dredge being employed in removing all portions of the bottom of the canal found to be above grade, between the new locks and the entrance to the canal. There remains yet to be done, the removal of some blasted rock along the north toe at the upper entrance, and the cleaning up of the toe of the north slope around McLaughlin's Hill. The sweeping, however, has yet to be done to prove its condition.

Masonry.—The masonry walls on top of cribwork on the south side of lower entrance to lift lock, were completed on November 11, 1905, and the space between walls was filled with broken stone, ready for the concrete top, during the past month.

Protection of slopes.—The work of placing stone protection on face of the banks has been completed, with the exception of the connections with the abutments of culvert to be built at McLaughlin's creek, and a short piece on the north side of the canal below the guard lock connecting with the Cardinal section.

The work yet remaining to be done to complete the contract consists as follows:—

The placing of concrete between the copings of the masonry walls below lift lock, the forming of concrete walks behind the coping of the lift and guard locks, the construction of a masonry culvert at McLaughlin's Creek (the stone for this has been prepared), the building of about 580 lineal feet of a dry masonry wall at water line for the protection of the north bank of the canal at upper entrance, the trimming and sodding of bank and slopes on the north side of canal, west of McLaughlin's Creek, the completion of stone protection to banks as previously mentioned, the placing of heavy blocks of stone for the protection of the ice-breaker on the upper entrance pier, and the final cleaning up of the prism of the canal where found necessary.

The contractors feel confident that they will complete their entire contract before the close of the season.

NORTH CHANNEL.

The contract for this work was awarded to Mr. H. A. Cleveland and was commenced on May 14th, 1897.

The work of construction performed during the past year, is as follows:—

Earth Excavation.—Consisting of dredging prism at head of Spencer's Island and on outer shoal south side of channel, and in cleaning up slope on south side at Drummond Island, continued from July 1 to November 16, 1905. For the balance of the season, the dredging plant was employed at the Upper Entrance of the Galops canal.

Protection Wall.—During the month of July, 1905, that portion of the slope on the south side of the channel from the angle at the head of Drummond Island to the nosing, was graded and the curb stones laid, practically completing the work, leaving only a short piece, where it is intended to construct a small dock, about fifty (50) feet long.

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Cribwork.—During the months of July and August, 1905, twenty-nine cribs were built and sunk in place, and practically ballasted.

Concrete Coping.—From September 5 to November 7, 1905, with the aid of a concrete mixer of modern design, 10,900 lineal feet of coping was laid on either side of the channel at Drummond island, completing that part of this particular work, with the exception of a short piece where the above mentioned dock is proposed to be built on the south side of the channel.

Stone Filling.—The stone filling in rear of the coping was carried on at intervals during the season, and after the concrete coping was completed, stone was placed in rear of it and blinded with gravel. Throughout the extent of the ice-breaker pier from the head of Spencer's island to the lighthouse pier, stone and gravel was distributed for filling in rear of the wall to be built on top of the pier.

Masonry.—During the month of November, 1905, a stringer of British Columbia pine was placed on top of the ice-breaker pier at the head of Spencer's island, and the placing of the footing course of the projected wall was carried on to the end of the season, 400 lineal feet of it being laid.

Owing to prevailing high water during the early part of this season, a considerable delay was encountered in the progress of the work. However the contractor has every hope of completing his contract by the end of this season and is making every effort in that direction.

' GUT DAM.'

Owing to the prevailing high water this work has also been delayed.

Cribwork.—During the month of November, 1905, for the protection of the superstructure of the dam, against the action of the ice, two additional cribs were sunk in place, ballasted and protected with a rock talus.

The remaining part of the work to be done, consists in finishing the top of the dam with concrete, a small portion of the talus with stone and indurated clay on the upper side of the dam, and some stone filling on the lower side. This work will be entirely completed in the early part of this season.

REMOVING SHOALS BELOW LOCK NO. 28, IN THE RIVER ST. LAWRENCE.

For this work a supplemental contract was prepared, to be entered into with Mr. M. A. Cleveland, on April 6, last, the location of these shoals being immediately abreast of his contract at the upper entrance of the Galops canal.

After carefully examining the nature of the work and having to contend with a rapid current of 4½ miles per hour, Mr. Cleveland discovered that his dredge was not suitably equipped for the undertaking, and wrote to me the following letter, viz:—

'PRESCOTT, ONT., May 3, 1906.

'L. N. RHEAUME,

'Engineer in Charge, Cornwall, Ont.

'DEAR SIR,—When I learned that it was found necessary to remove the shoals in the river east of lock 28, it appeared that it might be done in connection with upper entrance Galops canal work, but on examining the locality, I find that my dredging equipment is not suited for the work, owing to the strong current and the necessity of moving off the work to avoid collisions with unmanageable tows when passing. If procuring a special dredge for the work causes the department any inconvenience, I regret very much that I am not in a position to do the work.

'Yours truly,

(Sgd.) 'M. A. CLEVELAND.'

The department being strongly urged by the marine insurance companies to remove these shoals without further delay on account of their being a danger to navigation, immediate steps had to be taken to find a suitable dredge to do the work.

On May 8, last, with the kind permission of the chief engineer of the Department of Public Works, I succeeded in procuring Mr. W. J. Poupore's powerful dredge *King Edward*, which at the time was working at Maisonneuve.

An agreement was immediately entered upon with Mr. Poupore. The work was commenced on May 15, and completed on June 4, last.

The shoals were removed to a depth of 2 feet below the lower mitre-sill of lock 28 of the Galops canal, and the final estimate was returned on June 12 last.

GALOPS RAPID IMPROVEMENT.

This work has been under contract with the Gilbert Bros. Engineering Company, Limited, since September 25, 1897.

During the past season the work performed is as follows:—

Island shoal dredging.—The work of lowering the grade on Island shoal was completed, so far as shown by soundings, on July 27, 1905.

Though the total area of this shoal was but 101,600 square feet, the area covered by the dredging operations was about 219,000 square feet.

Final soundings show the bottom to be below the required grade over the whole of the area covered by the dredging operations.

Obstruction in 9-foot channel.—Beacons ranging to the obstruction in the 9-foot channel mentioned in last year's report, as well as a sign board advising vesselmen of the purpose of these beacons were placed on July 13, 1905, by the Department of Marine and Fisheries.

Lower bar dredging.—From July 27, 1905, to the 31st of the same month was taken up in removing the dredge plant to lower bar, where the work of removing a high spot above the original contract grade line was commenced upon the latter date. This was done at the expense of the contractor, as per contract.

The work of widening on the north side of the existing channel through lower bar was commenced on August 2, and continued until November 25, when work was suspended for the season.

It was found necessary to excavate a trench on the north side of the cut through lower bar in order to allow the rapid water to spill in that direction.

On October 17 the material in bank ahead of the dredge extended to a point 64 feet within the existing 200-foot channel.

The work of widening on the north side of the existing channel through lower bar was resumed on April 24, 1906, and diligently carried on until June 22, when the dredge had covered the whole area showing cutting on plan. From June 22 to 30 the dredge was engaged in removing the bank of loose rock which had accumulated ahead of her cut.

On June 30 there remained but a few days' work to complete the removal of this bank.

Though the total area of this widening was but about 24,300 square feet, the area covered by dredging operations was approximately 109,000 square feet.

Final soundings show the bottom to be below the required grade over that portion of the area covered by dredging operations west of Sta. 0+40 of lower bar extension.

After the bank is removed and final soundings obtained over the whole of the area covered by dredging operations, a profile of the water surface on the centre line of

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this channel will be taken, and the whole channel will be swept to ascertain if any material remains above the required grade line.

This contract will be completed before the end of this season.

I am, sir, your obedient servant,

L. N. RHEAUME,
Engineer in charge.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT,
CORNWALL, June 30, 1906.

SIR,—I have the honour to report on the maintenance and operation of the canals in the St. Lawrence district for the year ending June 30, 1906.

Within this district are located the Cornwall, the Williamsburg and the Murray, respectively overcoming the Long Sault, and the Farran's Point, Rapide Plat and Galops rapids, and affording direct communication between Lake Ontario and the Bay of Quinte at its west end—canals 28 miles in length within a district 175 miles long.

THE CORNWALL CANAL.

Was closed to navigation December 7, 1905, and reopened April 17, 1906.

During the season navigation was conducted without interruption and without serious accident—a circumstance largely due to the careful work of the operating staff, and the use of electric winches for hauling vessels through the locks. By the use of these winches vessels are compelled to enter the lock more cautiously than many of them are otherwise inclined to enter.

At the beginning of this season the lighthouse on the outer pier at the upper entrance was transferred from the Marine Department to the Canals Department, and a red electric installed to replace the white oil light.

A full new floor was put on the Cornwall bridge; and the planking on the Mille Roches weir bridge renewed. The glance boom at lock 21 was rebuilt, and an entirely new one built for lock 19.

During the winter new under and top gate-bridges were put on the new locks, as follows: Lock 20, 4; lock 19, 4; lock 18, 2; lock 17, 2, and lock 15, 1.

The telephone line was repaired by putting in 100 new poles. Further work of a similar nature is needed to make the line good.

Locks 19 and 21 and the north bank at Cornwall are provided with iron snubbing posts set in a block of concrete, of which 51 were put in this year.

New watch-houses were built for old locks 15, 16 and 17. Both old and new locks are maintained in good condition, and used as the traffic requires.

All the back ditches were cleaned, and the banks trimmed and kept free from noxious weeds.

During the two weeks that the water was out of the lower reaches of the canal all the usual under-water work was attended to, and new chain-rollers put in all the wells at lock 18.

The superstructures of the three wooden piers and the wing wall extension at lock 21 were taken down to well below low water mark, and rebuilt of concrete.

One of the transformer houses at lock 18 was burned, and is being rebuilt of iron and concrete. This material will be used hereafter for all such purposes, so that the structures may be proof against destruction by an accident to the electric wires.

The basin between old locks 16 and 17 has been used for some years as a 'dry dock,' and this year rather extensively. With very slight alterations and improvements it could easily be rendered sufficient for all the uses for which a dock at this point on the river is likely to be required.

Mr. J. C. Johnstone has completed his contract for repairing the north bank of the canal, west of old lock 17.

Mr. W. M. Leacy is almost through with his work of riprap and levelling, near the foot of the canal and around the shops, having made exceptionally good progress.

On the south bank, too, between Cornwall bridge and Lock 17 by-wash the bank has been protected with a better class of stone, levelled up to grade and trimmed into shape, and some clumps of shrubs planted just south of the bridge.

John Chisholm, labourer at Lock 20, was superannuated on June 30, 1906.

The old wooden gate-lifter at Cornwall is completely gone. A new steel gate-lifter has just been completed for Williamsburg canals; but in the meantime it is considered the best policy to hold it at Cornwall—the foot of the canals of the district. The distance from Cornwall, the foot, to Cardinal, the head, is too great to have to bring a gate-lifter in case of accident. It is imperative that another machine should be built for the Cornwall canal, and this one returned to Morrisburg, for which point it was originally intended.

THE WILLIAMSBURG CANALS,

comprising Farran's Point, Rapide Plat and Galops, were closed to navigation on December 7, 1905, and opened again on April 17, 1906—a period of only 130 days during which the canals were closed.

These canals, too, were operated during the whole season of navigation without interruption.

At many spots on each canal the rip-rap was extensively patched—the bottom of a long stretch of about 600 feet on the Rapide Plat canal having been put in while the canal was unwatered in the spring.

All the back ditches have been kept clean.

Both old and new locks are maintained in good condition, and used as the traffic requires.

New locks 23 and 24 are now supplied with iron snubbing posts set in concrete blocks, of which 14 were built this year.

A fire-proof store-house of iron and concrete was built for oils and paints.

A slight explosion in the gas station at Farran's Point, after the season had closed and while the plant was being laid up for the winter, caused damage to the holder, and the roof of the building, which were repaired in good time for the opening of navigation in the spring.

Further repairs were made to the north pier at the lower entrance, Farran's Point, and a new oak waling put on the south side of the south pier, which is the north pier for the old lock.

Mr. John O'Leary's contract for repairs to the south bank of the Galops canal is progressing favourably. The outer bank is built up satisfactorily and work has been well begun on taking out the old cribs in the inner bank. The contract should be completed this season.

The contract with the Edwardsburg Strach Company for operating the Cardinal bridge by electric power has not yet been put into effect, owing to the fact that it has been impossible to get a motor to satisfactorily connect up with their high frequency generator. They propose putting in another equipment shortly, and it was not thought

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advisable to order a special motor to take power off their present generator when it might possibly be of use for a few months only ; but rather to wait until their newer installation is complete, and then purchase a standard machine that can be used for its full life.

Mr. John Black was superannuated September 30, 1905. Mr. Emile Cutler and Mr. John Black were granted imperial service medals.

THE MURRAY CANAL

was closed to navigation on December 6, 1905, and opened again on April 14, 1906.

During the season it was operated without interruption and without serious damage. In fact, the only damage to any of the canal structures was the partial burning of the face of several of the piers on the north side of the eastern entrance, at the time of the steamer *Melbourne* was burned while tied up there, in September, 1905.

All the bridges, bridge-houses and store-houses were painted. The back ditches were kept clean, and were extended until now they are in good condition and sufficient to carry off all the surface water.

A complete new floor was put on the Brighton road bridge.

On April 30 last, the position of overseer was abolished. Since that time the work of the canal has been carried on quite satisfactorily without such an officer.

Appended are statements of water levels, fines and damages, lockages, and vessels in dry dock.

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

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

W. A. STEWART,
Superintendent.

RECORD OF HIGHEST AND LOWEST LEVELS OF WATER ON THE ST. LAWRENCE CANALS, DURING THE YEAR ENDING JUNE 30, 1906.

Month.	Lock 15.		Lock 21.		Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.		Murray.		
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	
	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	
1905.																			
July.....	16.8	16.2	16.9	16.3	18.9	18.0	18.7	18.1	18.4	17.6	21.7	21.1	17.9	16.6	18.4	17.6	14.4	14.0	Pt.
August.....	16.4	16.0	16.9	16.0	18.9	17.9	18.7	17.9	18.3	17.4	21.5	20.4	17.2	16.4	18.2	17.1	14.5	14.2	Pt.
September.....	16.4	15.8	16.8	16.3	18.8	18.2	18.5	18.0	18.0	17.4	21.3	20.5	17.0	16.5	18.0	17.4	14.3	13.9	Pt.
October.....	16.1	15.6	16.9	15.9	18.8	17.7	18.4	17.4	18.0	16.9	21.0	20.0	17.6	16.1	19.5	16.8	11.0	12.0	Pt.
November.....	16.0	15.1	16.7	15.0	18.7	17.2	18.4	16.8	17.5	15.8	21.1	19.0	17.0	15.3	17.8	15.7	13.9	13.0	Pt.
December.....	15.9	15.2	16.3	15.3	18.2	16.9	18.8	16.4	18.5	15.8	23.9	18.4	17.6	15.0	18.5	15.5	13.4	13.0	Pt.
1906.																			
January.....	17.3	15.5	16.6	15.4	18.5	17.0	18.4	17.2	18.0	16.5	21.1	19.2	17.2	15.4	18.0	16.0	13.6	13.2	Pt.
February.....	23.3	15.8	17.5	14.9	19.2	17.3	18.8	17.0	17.6	15.8	20.7	18.7	16.6	15.4	17.5	15.9	13.6	13.2	Pt.
March.....	25.7	16.0	15.9	15.2	18.0	17.2	17.9	16.8	17.5	16.0	20.1	18.8	16.3	15.5	17.1	15.9	13.4	13.0	Pt.
April.....	16.1	15.5	16.2	15.7	18.0	17.5	17.9	17.1	17.5	16.3	20.7	19.3	16.5	15.9	17.4	16.5	13.7	13.1	Pt.
May.....	16.0	15.5	16.4	15.7	18.8	17.4	18.0	17.0	17.0	16.5	20.8	19.2	16.7	15.5	17.6	16.3	13.7	13.3	Pt.
June.....	16.1	15.6	16.3	15.8	18.1	17.7	18.1	17.6	17.8	17.0	20.7	20.2	16.9	18.3	17.7	18.9	14.4	13.5	Pt.

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STATEMENTS of Fines and Damages, in connection with the St. Lawrence canals, during the year ending June 30, 1906.

WILLIAMSBURG CANALS.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Owner.	Remarks.
	1906.		\$ cts.	\$ cts.		
23	May 17...	Thrush.....	37 15	.....	Canadian Towage & Trans. Co.	Paid.

STATEMENT of Lockages, St. Lawrence Canals, for year of 1905.

Canal.	Number of Lockages.	Number of Vessels.
Cornwall.....	2,705	3,502
Farran's Point	863	1,116
Rapide Plat.....	1,039	1,340
Galops	1,152	1,422
Lift Lock.....	1,847	2,303

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STATEMENT of Vessels in Dry Dock, Cornwall, during the year ending June 30, 1906.

No.	Name.	Owner.	Residence.	DATE.	
				Entry.	Removal.
				1905.	1905.
1	Walker.....	W. Daley.....	Montreal.....	July 4..	July 5
2	Scow.....	Cohen & Son.....	".....	" 13..	" 19
3	".....	J. T. Davis.....	".....	Aug. 2..	Aug. 8
4	".....	".....	".....	" 2..	" 16
5	Bonita.....	Cohen & Son.....	".....	" 8..	" 24
6	Einile.....	J. O'Leary.....	Ottawa.....	" 20..	" 20
7	Mabel C.....	L. Degan.....	Cornwall.....	" 24..	" 25
8	Poupore.....	Cohen & Son.....	Montreal.....	" 29..	Sept. 1
9	Grenada.....	A. Smallman.....	Cornwall.....	Sept. 6..	" 8
10	Emile.....	J. O'Leary.....	Ottawa.....	" 16..	" 21
11	Beaver.....	J. Bonar.....	Cornwall.....	" 18..	" 18
12	Mary Ellen.....	J. Jesmer & Son.....	".....	Nov. 10..	Nov. 13
1906.					
13	Central City.....	Cohen & Son.....	Montreal.....	Dec. 1..	May 1
14	Concrete Scow.....	Dept. R. & C.....	Cornwall.....	" 1..	" 1
15	House Boat.....	".....	".....	" 1..	Apr. 19
16	Gate Lifter.....	".....	".....	" 2..	" 19
17	".....	".....	".....	" 2..	"
18	Dredge 4.....	Cohen & Son.....	Montreal.....	" 7..	May 8
19	Scow.....	Dept. R. & C.....	Cornwall.....	" 7..	" 3
20	".....	".....	".....	" 7..	" 3
21	Alert.....	".....	".....	" 7..	Apr. 19
22	Honore.....	Quinlan & Robertson.....	Belleville.....	" 7..	" 19
23	Maggie King.....	".....	".....	" 7..	" 19
24	P. D. Day.....	Cohen & Son.....	Montreal.....	" 7..	May 1
25	Scow.....	".....	".....	" 7..	Apr. 19
26	".....	".....	".....	" 7..	" 19
27	".....	".....	".....	" 7..	May 12
28	".....	".....	".....	" 7..	" 12
29	Garnet.....	Cornwall & Montreal Nav. Co.....	Cornwall.....	" 7..	" 1
30	Sand King.....	H. F. Cummings.....	".....	Dec. 7..	" 3
31	Gracie.....	R. Smith.....	".....	" 7..	Apr. 19
32	Mabel C.....	L. Degan.....	".....	" 7..	May 25
1906.					
33	St. Lawrence.....	McAuliffe & Manley.....	Welland.....	May 12..	May 15
34	Scow.....	".....	".....	" 12..	" 15
35	".....	".....	".....	" 22..	"
36	H. G. Larkin.....	Cohen & Son.....	Montreal.....	" 23..	" 25
37	Scow.....	W. J. Poupore.....	".....	" 23..	" 25
38	Sand Pump.....	".....	".....	" 25..	" 26
39	Scow.....	H. F. Cummings.....	Cornwall.....	June 14..	June 14
40	Chaffee.....	".....	".....	" 18..	" 19
		E. Robideau.....	Lancaster.....	" 18..	" 19

WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

ST. CATHARINES, June 30, 1906.

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, 1906.

The canal was closed for navigation on December 16, 1905, but the steamer *Neepawah* was allowed to pass down on December 23.

The canal was opened for navigation on April 16, 1906.

Navigation was not interrupted during the year, no accident of any moment having occurred.

On October 15, 1905, the steamer *Henry B. James*, bound down, ran into the upper rest pier of the Niagara Street bridge, damaging the pier and throwing the bridge off its pivot. The bridge, which was open at the time, could not be used for street traffic for about six weeks while repairs were being made. The cost of making the repairs amounting to \$1,688.33, was paid by the steamer.

IMPROVEMENTS TO CANAL.

During the year Messrs. Hogan & Macdonell completed their contract for 'deepening the rock cut between Port Colborne and Humberstone.'

Messrs. Magann & Phin continued work under their contract for 'deepening certain portions of the Summit Level,' and this level is now deepened throughout its whole length. The sharp curve at Ramey's Bend has been eased off considerably, and also the one at Port Robinson. Both of these were very difficult to navigate, but cause no trouble.

Mr. Joseph Battle completed his contract for placing 'stone protection' on certain portions of the banks on the Summit level.

The pile protection to the face of the banks below Thorold, mentioned in my last report, has been continued under the ordinary 'repairs' appropriation with success.

The installation of the electric lighting and power plant progressed so far as to allow us to light the canal from Port Dalhousie to Thorold in October, 1905, and to Welland before the close of navigation. The lighting is now in full operation the full length of the canal, and gives great satisfaction to all navigators.

Experiments have been made upon a gate-opening device, which I designed last year, and it has proved very satisfactory. The machines should all be installed during the coming winter.

PORT COLBORNE IMPROVEMENTS.

Messrs. Hogan and Macdonell have made some progress with the excavation in the new harbour.

Mr. M. J. Hogan, under his contract for 'new docking along west pier,' has made very good progress, nearly all of the cribs being now in place and a considerable portion of the concrete superstructure.

The foundations for the proposed elevator on dock No. 2, under contract to Messrs. Larkin and Sangster, has been completed, and most of the filling around the foundation piers has been put in place by Messrs. Hogan and Macdonell.

OLD CANAL.

The water was drawn off the old canal for ten days this spring to allow for repairs to weir and lock foundations, some of which were in dangerous condition. An examination of the permanent repair work which was done to some of the foundations three and four years ago shows it to be in excellent condition.

GENERAL.

The canal staff suffered a severe loss in October last when Mr. Edward J. Odum, for over thirty years assistant engineer on the canal, was suddenly called away.

The following employees have been superannuated during the year: James Bradley, Michael White, and A. H. Upper, together with J. M. Woodall, who paid into the retirement fund.

Patrick Fahey, a superannuated employee, died on August 10, 1905.

James Howe, another superannuated employee, died on May 17, 1906.

Attached is a statement of moneys collected for damages caused to canal property by different vessels, 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.

The water in Lakes Erie and Ontario has kept well above normal during most of the year, and vessels have had no trouble on account of low water.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) J. L. WELLER,

Superintending Engineer.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,
Department of 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, 1906, and the amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1905.		\$ cts.	\$ cts.	1905.	
Sept. 21..	Barge, <i>Isabelle Reid</i>	25 00	25 00	Sept. 21....	Port Dalhousie.
" 29..	" <i>Ceylon</i>	83 88	83 88	Nov. 16....	" Colborne.
Oct. 15..	Steamer, <i>Henry R. James</i>	1,688 33	1,688 33	Oct. 17....	" Dalhousie.
1906.				1906.	
April 24..	" <i>A. M. Marshall</i>	14 49	Nil.		
May 7..	" <i>A. D. Davidson</i>	8 13	8 13	June 11....	" "
" 11..	" <i>A. M. Marshall</i>	17 50	Nil.		
" 11..	" <i>Donacoona</i>	14 07	Nil.		
" 17..	" <i>J. S. Keeffe</i>	6 31	6 31	" 20....	" "
" 19..	" <i>John Lambert</i>	12 74	12 74	" 18....	" "

STATEMENT showing the highest and lowest depths of water on the Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending June 30, 1906.

MONTHS.	LOWER SILL.				MONTHS.	LOWER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
1905.	Ft.	In.	Ft.	In.	1906.	Ft.	In.	Ft.	In.
July.....	17	0	16	10	January.....	16	5	15	8
August.....	17	2	16	10	February.....	16	3	15	10
September.....	17	0	16	5	March.....	16	1	15	9
October.....	16	7	16	1	April.....	16	4	15	9
November.....	16	3	15	9	May.....	16	5	16	1
December.....	16	1	15	7	June.....	16	8	16	2

STATEMENT showing the highest and lowest depths of water on the Upper Mitre Sill, Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending June 30, 1906.

MONTHS.	UPPER SILL.				MONTHS.	UPPER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
1905.	Ft.	In.	Ft.	In.	1906.	Ft.	In.	Ft.	In.
July.....	16	1	15	2	January.....	16	9	13	2
August.....	16	1	14	5	February.....	15	4	13	8
September.....	15	8	14	6	March.....	15	3	12	7
October.....	15	5	13	11	April.....	14	8	13	11
November.....	17	0	13	8	May.....	15	3	13	8
December.....	16	1	13	1	June.....	15	8	14	6

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ENGINEER'S OFFICE,

SAULT STE. MARIE, ONT., June 30, 1906.

SIR,—I beg leave to submit my annual report upon the improvements in progress of construction to the entrances of the Sault Ste. Marie canal.

DREDGING UPPER ENTRANCE.

A contract for a section of the work from the east end of the entrance piers extending westerly one and one-tenth miles, was let to Mr. C. S. Boone, May 3, 1905, and embraces the deepening and widening in the vicinity of the entrance piers, the deepening between the piers, the deepening and widening of the shoals close to the canal beacon, and the removal of all boulders to a depth of 21 feet 5 inches below extreme low water mark, lying within the limits laid down for the deepening and widening of the channel-way. Only fair progress has been made with this work, due probably to the loss of time sustained by the contractor by having the dredges and drills damaged on several occasions by being struck by vessels using the channel, and from having to remove from the work upon discovering a passing boat has become unmanageable. The contractor has engaged two dredges and a drill, which is ample for the work, and should complete the same this season. The completion of this work will greatly improve the possibilities of a large tonnage passing through the locks, as, from its location, it obstructs navigation more than at any other point where dredging is required.

A contract is about to be entered into for the deepening and widening of the remaining section as outlined on the plan approved for the improvement to the upper channel. This section is known as the Vidal shoal, and is situated about 2 miles above the locks. On the completion of this work, a channel-way 500 feet in width, with a depth at extreme low water mark of 21 feet 5 inches, will have been secured. This will provide safer and better facilities for the ever-increasing traffic of the canal.

EXTENSION TO THE SOUTH PIER—UPPER ENTRANCE.

A contract for building an extension to the south pier at the upper entrance was entered into November 25, 1904, with O'Boyle Bros. The contract embraces the construction of a substructure of cribwork to extreme low water mark, and a concrete rear and front wall with a stone core, to the same level as the old pier in existence, or 7 feet 9 inches above extreme low water as determined at the time of the construction of the canal. The length of the new extension is to be 800 feet, and the width 24 feet on top. The work of construction on this contract was started upon the opening of navigation, 1905, when the first shipment of timber was received, and the last crib for the substructure was sunk September 18, 1905. The work of building the concrete walls for the superstructure was started September 12, but, owing to the unfavourable weather and the unsatisfactory working of the mixing plant, also the failure of the Cement Company to deliver cement on the works when required, the contractor was unable to complete his work in the specified time. Upon an application, he secured an extension to July 31, 1906, which should give him ample time to complete his work.

During the progress of construction of the extension to the south pier, the south side of the channel, after being deepened, was opened out to navigation in order to permit the north half being deepened and widened. This made the construction work on the new extension much more difficult, and resulted in damage being done to the contractor's work from the boats using the canal. The swells and suction from passing boats in the limited channel open for navigation, also interfered with his work. It is the intention to back up the pier with a rock bank, and I would recommend that this work be done by a dredge. Material being taken from the channel is now being dumped as close to the pier as possible, and from which a rock bank could be provided. This work will strengthen the substructure which is of cribwork and stands 22 feet in height, and for the greater part of its length only 25 feet in width. The strong cross-

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current which sets across the end of the new extension has, to an extent, been diminished from what was found at the end of the old pier, still is strong enough to drive the boats under certain conditions against the pier with considerable force.

It was found necessary, in bonding with the old pier, to remove a 30-foot crib and build a new one in its place. The crib having been removed, the building of the new one is now in course of construction.

IMPROVEMENTS AT THE LOWER ENTRANCE.

During the season of 1905, the new extension to the south pier at the lower entrance of canal was brought to completion, and I take pleasure in reporting the completion of a very satisfactory piece of work which does credit to the contractor, Mr. Wm. Birmingham. This pier would be greatly strengthened and better able to resist the pressure brought against it when being used by the large freighters of from four to five thousand tons burthen, with cargo of from seven to ten thousand tons, if it were banked at the rear to the level of the top of the substructure, which work can be done at a small cost when a contract is entered into for the proposed widening or taking out of the elbow or curve from the end of the new pier extension to deep water to a line parallel to the centre ranges now in use. The material excavated from this source being dumped behind the new pier would provide the additional protection.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP,

Engineer in Charge.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Ottawa.

SAULT STE. MARIE CANAL.

SUPERINTENDENT'S OFFICE.

July 2, 1906.

SIR,—I submit herewith the annual report on the operation and maintenance of this canal for the fiscal year ending June 30, 1906.

The canal was closed for the season on the 20th day of December, having been in operation for 255 days, and was reopened for traffic on April 14, being four days later than last season.

During the fiscal year just closed there were made 4,100 lockages, passing through 5,185 registered craft and 475 unregistered vessels and rafts and scows, with a total tonnage of 5,059,251 tons, with an average time of 15.335 minutes to each lockage. This was a decrease of 819,208 tons as compared with that of the last fiscal year. Of the total tonnage there was 1,870,486 tons of Canadian tonnage as compared with a tonnage of 1,753,146 last year, being an increase of 117,340 tons in this class.

The real cause of the decrease shown in the tonnage is the noncompletion of the dredging operations in the upper channel by the contractors who have the work in hand, as captains are afraid of their vessels taking a shear and doing damage to the dredges or scows used in connection with them. In addition there was also a contractor putting in an extension to the south pier, so that vesselmen had but a narrow

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channel at best, and beset by likely damage suits on both sides of him as a fence to come down through, and as contractors' employees are not at any time too well pleased to put themselves out to help along those employed in navigation.

The extension of the south pier at the upper entrance is about completed, and captains have expressed themselves as pleased at its being done, and that it is having the desired effect of cutting off a great deal of the cross current that formerly was a menace to those using the canal. During its building some of the vessels have struck it, and although not doing much damage to the pier it has saved quite a number from going down on to side of the channel and knocking holes in their sides, as was done on several occasions in former years at the place where this pier is being built, and it was for this purpose that it was built as well as to give us more room for landing vessels at and tying them up at.

As in former years, the daily exchange of vessel reports has been carried on with the American canal, thus keeping intact the ever increasing volume of the Lake Superior traffic. We are as usual indebted to Mr. Joseph Ripley, general superintendent of the American canal, for many courtesies shown to us.

The following tables gives the traffic passing through the two canals at this point during the season of navigation for the years mentioned:—

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.	193	106,296	14,503				4,270
1860.	916	403,657	153,721				9,230
1865.	997	409,062	181,633				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	3,035,987	3,256,628				36,147
1890.	10,557	8,454,435	9,041,213	1.3	102,214,948	3.5	24,856
1891.	10,191	8,400,685	8,888,759	1.35	128,178,208	4.0	26,190
1892.	12,580	10,647,203	11,214,333	1.31	135,117,267	3.8	25,896
1893.	12,008	8,949,754	10,796,572	1.1	145,436,957	4.1	18,869
1894.	14,491	13,110,366	13,195,860	.99	143,114,503	3.5	27,236
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	17,619,923	18,982,755	.83	218,235,927	3.	40,213
1898.	17,761	18,622,764	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.	58,555
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
1903.	18,596	27,736,444	34,674,437	.92	349,405,014	6	55,175
1904.	16,120	24,364,138	31,546,106	.81	334,502,686	6.	37,695
1905.	21,679	36,617,699	44,270,680	.85	416,965,484	5.	54,204

During the season of navigation of 1905 the traffic through this canal was 12 per cent of the total freight, 15 per cent of the total registered tonnage, and 48 per cent of the passengers carried, the amounts being, 5,468,490 tons of freight, 5,496,466 registered tons and 25,803 passengers. Compared with the season of 1904, there was an increase of 440,300 tons of freight, or 9 per cent; 1,292,370 registered tons, or 31 per cent, and 9,714 passengers, or 60 per cent.

The small labour crew kept on hand at general work have been engaged in leveling up the grounds at odd times, and have made a great improvement in the appearance of the grounds, and with a somewhat larger crew at the work continuously a decided improvement would be made.

The buildings have been kept in good repair, and are well painted.

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The machinery has been carefully gone over, and its efficiency has been maintained. A new direct current arc dynamo was purchased and installed this spring, and now that it has got into thorough working order is giving good satisfaction.

The tops of the several piers will have to be recovered, now that the different contractors are about done using them for piling material and repairs.

Very little damage has been done to the piers by vessels using the canal, and none to the gates.

Several vessels have gone aground outside of the stakes marking the outside of the narrow part of the upper channel that has been reserved for the use of navigation, and some of them have done considerable damage to themselves on account of striking the berm left by the dredges of the contractors.

I would again call the attention to the want of cement walks along the side of the lock, and also to the want of the lockmen's shelter house.

The day of big boats has come, and there are now several buildings that have too much beam for passing through this lock, being 60 feet in width. The other day we locked through the Steamer *J. Pierpont Morgan*, being 600 feet in length and with 58 feet beam. We did this without any difficulty; this vessel was built by the steel trust, and was built with several others to fill the capacity of this lock, and not to be at the mercy of the American lock as to size in case of accident to that lock. In that case any of the 60-foot beam vessels caught above in Lake Superior would have to lie above the lock until the repairs were made before they could get through the locks, as they would be too wide to come down through this lock. The question of a new and wider lock must soon be taken up by this department, and as called to your attention last winter some land lying between the present canal reserve and the rapids should be procured from the Crown Lands of Ontario before they are taken up by some private corporation so as to enable a new lock to be built, and by so doing obviate the trouble that the American government are now having across the river in obtaining lands required for their new lock, it having been taken up and built upon by private parties.

I have the honour to be, sir,

Your obedient servant,

J. C. BOYD,

Superintendent.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer,

Ottawa.

PETERBORO, July 19, 1906.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

SIR.—I have the honour to submit my annual report for the fiscal year ended June 30, 1906, covering the works of construction on the canal.

I assumed the duties of superintending engineer on the Trent canal on April 1, 1906, having been appointed to that office on the resignation of Mr. R. B. Rogers, who had previously filled it.

The works at present under construction are the completion of hydraulic lock No. 2, and sections Nos. 2 and 3 of the Simcoe-Balsam Lake division.

Hydraulic Lock No. 2.—The contract for the steel work of this lock, near Kirkfield, on section No. 2, was awarded to the Dominion Bridge Company, Montreal, on February 15, 1905. Nearly all the steel has been manufactured and delivered on the

ground, and at the end of last month about 80 per cent of it was erected. It is confidently expected that the lock will be completed and ready for testing early in October.

Section No. 2.—The contract for this section was awarded to Messrs. Larkin and Sangster on September 7, 1900, and on July 11, 1904, a supplementary agreement was made covering the construction of the high level bridge and approaches, across the canal at the fourth concession road, township of Eldon. The work under the main contract is finished, except some fencing. The construction of the 4th Concession road bridge and approaches will be finished about October.

Section No. 3.—The contract for this section was awarded Messrs. Brown and Aylmer on September 6, 1900. All the concrete work connected with the construction of the five locks, three dams, three swing bridges, entrance piers, &c., is completed. The formation of the canal prism and embankments is well advanced, and good progress has been made this season laying stone protection and sodding on the banks. There is yet some excavation to be done at Portage Road bridge, and between lock No. 5, and deep water in Lake Simcoe, but it is fully expected that the whole of the works embraced in this contract will be fully and satisfactorily completed early this fall.

Improvements to Holland river.—A contract for the improvements of the Holland river, between Cook's bay and Holland Landing has been awarded to the Lake Simcoe Dredging Company, who are now building scows, &c., preparatory to the execution of the works under their contract.

Rosedale lock.—A survey of this locality has just been begun, with the object of preparing plans for a new lock and dam to replace the old wooden structures taken over at this place last year from the Ontario government. The present dilapidated wooden lock is smaller than the other locks connecting the chain of lakes between Simcoe and Rice lakes, which main division of the canal is on the eve of completion. For which reasons I think the Rosedale lock should be replaced at a very early date by a new one of standard dimensions.

I am, sir,

Your obedient servant,

(Sgd.) ALEX. J. GRANT,

Superintending Engineer.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, July 1, 1906.

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, 1906.

Navigation closed at Ottawa, November 29, 1905.

Navigation closed at Kingston Mills, November 20, 1905.

Navigation opened at Ottawa, April 28, 1906.

Navigation opened at Kingston Mills, April 30, 1906.

I regret to have to report that navigation was interrupted at Washburn Lock, owing to the lifting of the lower mitre sill, for a period of 12 days, from June 18 to the 30, 1906; a detailed account of which appears hereafter, and I may add that this is the first accident to our works that has occurred so as to delay or interrupt navigation, for over 25 years.

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With the exception of this 12 days delay, navigation was uninterrupted since July 1, 1905, and the depth of water maintained in the various levels through the entire length of the canal, was excellent.

The freshet last spring was so mild as to be hardly worth mentioning, as there was no snow last winter, nor rain in the spring.

Many of our levels and reservoirs barely filled up to the required height; but I have noticed for many years that a low freshet means a rainy summer and good water for navigation; and so far this summer, this has occurred, everything being now up to spring height.

The principal works and repairs executed along the line of the canal are as follows:—

OTTAWA.

A new 24 inch coping was laid on the mitre sill of lock No. 4, the old coping having lifted and split from side to side last fall. Two fine concrete retaining walls were built at right angles to each lower wing wall of the lower lock, the said wings having become dangerously overhung.

The space behind these retaining walls has been filled in solid with earth, &c., thus obviating all danger of the walls falling. This work was done by day labour, the cement having been supplied by contract, as hereafter stated. Portions of the wharfs round the basin were replanked, and the roadway graded and macadamized. The usual pointing and grouting of the lock masonry was done by our lock men in the spring, as well as the painting of the 9 pairs of lock gates. A new front door was put in the lock house, the old one having become rotten.

STEWARTON BRIDGE.

Sundry small repairs were made to the flooring and to the swing span; and also to the bridge-keeper's house.

BANK STREET BRIDGE.

Small repairs were made to the bridge house, and also to the banks of the canal in the vicinity of the bridge.

CONCESSION STREET BRIDGE.

This bridge being new, required no repairs. A well was dug for the bridge-keeper's house.

HARTWELLS LOCKS.

One pair of lock gates were renewed. The bridge over the waste weir was rebuilt, and a new well sunk for the lock house. The middle piers and gate recesses of the locks are giving signs of failure, and arrangements are being made to rebuild them next winter. Small repairs were made to the tow path road and to the banks of the canal.

HOGSBACK LOCK.

Two pairs of lock gates were renewed. Repairs were made to the Apron below the west bulkhead. A new wire fence was built between the canal reservation and private property on the Gloucester side of the river. A new cast standard and pipe railing was erected on the walls of the approaches to the swing bridge—a long felt want. Small repairs were made to the tow path road and canal banks. A large land slide occurred on the river side of the cut; but this has been built in with cribwork and stone. The cause of this slide is somewhat difficult to assign, as it may have been occasioned by seepage from the canal cut above it, or from erosion of the river below. I am inclined to think that both these causes are involved, and for this reason open

cribwork was built into the gap, in order to allow any seepage to escape without making the bank sodden; and also to protect the bank from erosion from the river during freshets.

BLACK RAPIDS LOCK.

Portion of the upper wing wall on the west side of the lock was taken down and rebuilt. Extensive repairs were made to the long retaining dam, the back of which was carried away by a winter freshet last January, whilst the sheeting on the front was being taken off for renewal. Owing to the fact that the Jock river discharges into the upper level between this station and the next one, thus raising the water in short time, Black Rapids Station is always subjected to very heavy strain every spring and requires constant repairs.

LONG ISLAND LOCK.

A timber pier below the bulkhead was repaired, and sundry small repairs made to the station in general. The swing bridge across the locks is showing signs of age, and will have to be rebuilt next year.

MANOTICK BRIDGE.

Sundry small repairs made to flooring of bridge, by the bridge keeper.

WELLINGTON BRIDGE.

Small repairs made to piers of the bridge, and the whole has been replanked with 3-inch hemlock plank. A long existing dispute between the county of Carleton and the Department of Railways and Canals, with regard to the raising and grading of the approaches to this bridge, has been satisfactorily settled by the department having the work done to the satisfaction of the county council, and the latter having undertaken to perpetually maintain the said approaches for the future.

BECKETT'S LANDING BRIDGE.

Sundry small repairs were made to the bridge, by the bridge tender. The swing span will shortly require to be renewed.

BURRITT'S RAPIDS LOCK.

One pair of lock gates was renewed. The retaining dam was replanked and repaired, but the high water last winter prevented all the contemplated work being done, so it will be finished next year. Our diver was employed here cleaning out the bottom of the lock. Sundry small repairs were made to the station and swing bridge in general.

NICHOLSON'S LOCKS.

Sundry small repairs were made to the station in general.

CLOWE'S LOCK.

Small repairs were made to the station in general. The masonry of the waste weir is in very shaky condition; and arrangements for rebuilding it next winter are now being made.

MERRICKVILLE LOCKS.

Considerable repairs were made to the masonry of this large station. The mitre sill of the upper lock was taken down and rebuilt, as was the lower wall on the north side of the lower lock. The north wall of the lower basin was underpinned and

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thoroughly grouted and pointed. Next winter the lower lock is to be pumped and the lower sill rebuilt, and repairs made to the lower wing walls; after which I venture to believe that this station will be in better shape than it has been for forty years. Sundry other small repairs were made to lock gates, &c.

KILMARNOCK LOCK.

Some new wire fencing was built round the station and sundry small repairs made to the dam and bulkhead. The latter is to be partially rebuilt next winter.

EDMONDS LOCK.

A large amount of repairs to the masonry of the station was contemplated for last winter; but owing to continual rain, the water prevented portion of the work being done. Both the upper wing walls were taken down and rebuilt; but the waste weir which was to have been rebuilt, could not be taken down on account of high water. The new stone was all delivered for this work last year, and it will be done next winter. The waste weir is badly shaken and leaks considerably; but aside from this latter, it will serve its purpose for this season. A new swing bar and push bars were framed and put on the upper gates and small repairs made in general.

OLD SIX'S LOCKS.

The swing bridge was re-planked, and three new courses of timber built on the lay by piers at the head of the locks. The south side of the locks was again grouted, and is now nearly full of cement, and all the leakage through the walls has been stopped.

SMITH'S FALLS COMBINED LOCKS.

Five new stoplogs were framed for the waste weir. The south side of the basin is gradually being filled up with foundry waste which is stopping leakage, and also reducing the useless area of the large basin, thus saving water for filling the same. The lock house is to be repaired this year.

SMITH'S FALLS DETACHED LOCK.

Sundry small repairs were made to the upper and lower mitre sills, also to the lock house and station in general, and some new stoplogs were framed.

POONAMALIE LOCK.

Sundry small repairs made to the station in general. The old timber retaining dam, which was used as a coffer dam during the construction of the new concrete dam below it, was removed by a Mr. Fox, to whom I gave the old timber for doing the work, on condition that he took all the stone out and piled it neatly, and cut out the iron work to be used by the department in the future.

BEVERIDGE'S LOCKS.

The retaining dam was replanked. Repairs made to the lock gates by our diver, and sundry repairs made to the dams, embankments, and to the station generally.

PERTH BASIN.

Repairs were made to the wharfs, bridges and culverts generally. Our diver was employed for two or three weeks removing boulders and obstructions from the channel

in the vicinity of the town. This work is not yet finished, as there are some ledges of rock in the vicinity of Dowsens that require to be blasted and removed.

THE NARROWS LOCK.

The exterior of the lock house was painted. A new flooring was laid on the by-wash, and sundry small repairs made to the station generally.

WOLF LAKE DAM.

This dam, which controls a series of back lakes and forms a reservoir for the summit level, was rebuilt last year.

NEWBORO' LOCK.

Sundry small repairs were made to the lock house and station generally.

CHAFFEY'S LOCK.

Some new wire fencing was erected round the government land. The foundations of the swing bridge were raised and repaired, and the approaches to the same raised. The bridge crossing the waste channel was repaired, and new stop log carriers and flooring were built for the by-wash. Two new sluice frames were put in lock.

DAVIS' LOCK.

A well was drilled for the lock house, by contract with Mr. M. L. Wilson, of Athens, the depth being between 45 and 50 feet. Repairs were made to the lower sill by our diver. The lower piers and wing walls of the lock are badly gone below water, and arrangements are being made to pump the lock and rebuild them next winter.

JONES' FALLS LOCKS.

The basin dam, which was of timber and clay, was taken down, and a fine stone structure substituted therefor. Most of the stone, with the exception of the coping, was taken from the two old lock sills which were rebuilt two years ago. An iron sluice gate of the wheel and thread pattern, has been put in the dam, and the bottom of the opening has been lowered, so that now the basin can be emptied in much quicker time and to a point about two feet lower than formerly. The long bridge was replanked with 3-inch hemlock, as was also the swing bridge and its approaches. Repairs were made to the big dam, and also to the sluices of the upper lock. A new set of stoplogs was framed for the waste weir.

BRASS' POINT BRIDGE.

A new kitchen was built for the bridge house. Small repairs were made to flooring of bridge.

UPPER BREWER'S MILLS LOCKS.

Three new sluice frames were put in. The waste channel bridge was replanked, and sundry small repairs made to the station generally.

LOWER BREWER'S MILLS (WASHBURN) LOCK.

This lock was pumped out last winter, and the west side, which was bulging badly, was taken down and rebuilt from the bottom. Two pairs of lock gates were renewed.

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It was at this lock that the break occurred last month, the circumstances of which are as follows:—

The lockmaster reported to me early in June that the lower sill (which is always submerged) was leaking so badly that it was very difficult to open the upper lock gates on account of the current thereby effected. I sent the diver up to caulk the leaks with concrete, which he did, and we then closed the lock from the 15th to the 18th to allow it to set.

On the morning of the 18th we commenced locking, and had passed one vessel, when the entire lower sill lifted about 4 feet 6 inches at the mitre, which was occasioned by the vents in the sill having been stopped by the concrete, thereby giving the water a greater surface to press against.

This lock has always given trouble, as it is located in the wrong place, and is built on cross timbers bedded into a very poor foundation of soft clay and sand.

There is a lift of about 13 feet 6 inches here, and in my opinion the break was caused by the water having scoured out the clay, &c., from under the cross timbers to which the mitre sill was bolted, and then the great pressure when the lock was lifted simply drew the bolts and forced the entire sill up. Nothing was broken; the sill came up intact, and was perfectly sound. I immediately took our dredge to the scene, and after a somewhat exciting lockage managed to get her down through the lock to the lower level, where she could throw up clay for a coffer dam. The difficulty of unwatering the lock was increased by the fact that in order to maintain navigation above and below the lock the levels could not be run down to any great extent, so that the upper dam had 6 feet of water and the lower dam 10 feet of water to keep out.

The upper dam was made by putting the stoplogs across the lock and sheeting and caulking them. The lower dam, however, was a very different piece of work, and was built of two cribs in the centre, filled with stone, with upper and lower stringers whose ends rested on each side of the banks. Three-inch plank was then driven and spiked to the stringers, and inch boards nailed over this to break the joints. The dredge then piled clay against this sheeting, and I may say that this dam, which was 100 feet long and built to withstand 10 feet of water, was built and the lock pumped out in 60 hours. The old sill had to be blasted out, but the new sill, which is of 14-inch x 16-inch Douglas fir, filled with concrete, and strapped and bolted to the bottom timbers of the lock, was built inside of a week; after which 7 days were allowed for the concrete to set. When the lock was again filled it was found to be in better shape than it had ever been before, as in addition to the rebuilding of the mitre sill the chamber walls and the whole of the gate recess were filled up solid with cement, so that no water can now possibly get under the sill, and I anticipate no further trouble here.

As stated above, navigation was delayed 12 days to June 30, but the lock was not opened until July 9.

KINGSTON MILLS LOCK.

One pair of lock-gates was renewed. Some new wire fencing was built round the station. Four new stoplogs were made for Waste Weir. Some stone and gravel were placed on the embankments, and small repairs made to the station generally.

GENERAL.

The pointing and grouting of the lock and bridge masonry, and the painting of the lock-gates, bridges and other wooden structures, were done as usual this spring by our own lockmen. The annual supply of cement, amounting to 1,767 bbls., was purchased under contract with the International Portland Cement Company of Ottawa. The dimension timber for lock-gates, &c., was purchased under contract with Mr. M. Ryan of Smith's Falls, the quantity being 89,244 feet B.M. The annual supply of white lead was purchased under contract with P. D. Dodds & Co., of Montreal, the amount being 4,375 lbs.

DREDGING PLANT.

The dredge *Rideau* was employed the whole of last season in deepening and widening the cut between lower and upper Brewer's Mills Lock Station. She will reach the latter place by the end of the present season. Her hull, boiler and machinery are in first-class shape, but her crane, which is built of Douglas fir, is commencing to chafe, and when worn a little more will be replaced with oak timber. The ordinary repairs were made when fitting out this spring.

The tug *Shanly* was employed the whole of last season, in attending on the dredge, delivering stores and freighting stone and timber on her scow, and on inspection work.

This is her last season, as provision has been made in the estimates, by the department, for a new tug to replace her, as after this summer she will have been seventeen seasons in commission.

I attach hereto a table showing respectively the highest and lowest water, each month, at Ottawa and at Kingston Mills Lock station, during the past fiscal year.

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

(Sgd.) ARTHUR T. PHILLIPS, *M.C.S.C.E.*,
Superintending Engineer.

TABLE showing monthly, the highest and lowest water on the lower mitre sills of Locks Nos. 1 and 47, at Ottawa and Kingston, Mills Lock Stations, respectively, from July 1, 1905, to June 30, 1906.

RIDEAU CANAL.

OTTAWA, LOCK No. 1.				KINGSTON MILLS, LOCK No. 47.			
Highest.		Lowest.		Highest.		Lowest.	
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July 1.....	11 8	July 26.....	10 0	July 17-22.....	9 5	July 1-7.....	9 2
August 1-2.....	10 3	Aug. 24-31.....	7 3	Aug. 1-16.....	9 4	Aug. 17-25.....	9 3
Sept. 20.....	8 1	Sept. 17-18.....	7 1	Sept. 1-3.....	9 4	Sept. 14-30.....	9 2
Oct. 27-29.....	9 2	Oct. 10.....	6 8	Oct. 1-4.....	9 2	Oct. 25-31.....	8 10
Nov. 1-3.....	9 0	Nov. 24-25.....	7 11	Nov. 1-5.....	8 9	Nov. 26-30.....	8 6
Dec. 5-8.....	9 2	Dec. 29-31.....	8 5	Dec. 28-31.....	8 11	Dec. 1-5.....	8 6
Jan. 26-27.....	11 8	Jan. 11-14.....	8 2	Jan. 1-5.....	8 11	Jan. 24-31.....	8 8
Feb. 26.....	11 2	Feb. 10-14.....	8 11	Feb. 15-22.....	8 11	Feb. 1-5.....	8 9
Mar. 31.....	11 1	Mar. 24-26.....	8 8	Mar. 1-5.....	8 10	Mar. 28-31.....	8 6
April 30.....	14 5	April 8-12.....	9 11	April 27-30.....	8 9	April 1-20.....	8 6
May 17-19.....	18 0	May 1-2.....	14 3	May 10-16.....	8 11	May 1-2.....	8 9

(Sgd.) A. T. PHILLIPS,
Superintending Engineer.

Rideau Canal Office,
 Ottawa July 1, 1906.

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ST. PETER'S CANAL.

ST. PETERS, C.B., June 30, 1906.

SIR,—I have the honour to submit my annual report on work and operation on the St. Peters canal, my charge during the fiscal year ending June 30, 1906.

There has not been very much repairs done to the canal the past year. The outside high water gate was very much out of order, the toe rollers and ground castings being displaced on the track. I had a marine diver to do the necessary repairs, the toe rollers not having the necessary bevells to correspond with the curve in the track, caused it to stick or clog in the bearings and was simply dragging on the track; I have now on hand six new toe rollers that I will put in place when navigation closes. The outside low water gate on east side will require the same repairs, as diver reports toe roller clogged and not moving in the bearings.

The swing bridge is causing more or less trouble every week, it is a very old bridge and has served its time. If the department intends to operate it much longer, I will have to get authority to get a new ground circle cast for the turn table. No less than three of the castings have parted in the last week, and I had to get replaced with seasoned hardwood in order to operate the bridge. The travelling public have acquired a habit of trotting their teams across and something should be done to prevent them, as the surging is very straining on the turn table and bridge.

The department has caused a survey in order to define the lands owned by the government, said survey has been completed and a report has been forwarded to the department by Mr. Kenneth McIntosh, surveyor, and now that the lines have been defined I would like to get authority to place a wire fence on east side of canal, in order to prevent people from trespassing and encroaching on the St. Peters canal property. That east line in through the woods, and if a fence is not placed on it it will be closed up in a few years. Placing a fence there will not interfere with the public at all as can be pointed out to you by Mr. E. V. Johnson, inspecting engineer. The general traffic on canal is up to the average. Navigation closed on January 9, 1906, and opened on April 23, 1906. There is one tidal lock and four pairs of gates on St. Peters canal.

I have the honour to be, sir,

Your obedient servant,

JNO. H. DEVERAUX,

Lockmaster.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

PETERBOROUGH, August 6th, 1906.

SIR,—I beg to send you herewith my annual report for the fiscal year ending June 30, 1906.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) J. H. McClelland,

Superintendent.

L. K. JONES, Esq.,
Secretary Department of Railways and Canals,
Ottawa, Ont.

TRENT CANAL.

PETERBOROUGH, August 6, 1906.

SIR,—I have the honour to submit my annual report for the fiscal year ending June 30, 1906, on the works under my charge known as the Trent canal.

The following repairs were made:—

TRENT BRIDGE.

Two rest piers and two entrance piers were built and provision was made for the entrance to the bridge with booms.

HASTINGS.

The lower channel was blasted and dredged and a protection wall was built to the east side of the lock chamber.

RICE LAKE.

At Hiawatha on Rice lake a channel was dredged through the old Cobourg rail-road bed across the lake, shortening the distance from the Otonabee river to Hastings about three miles.

BENSFORT BRIDGE.

Two rest piers and two entrance piers were built and provision was made with booms for entrance to the bridge.

PETERBOROUGH.

The steel work on the dam was painted, the banks were sodded and a wire fence was erected around the government property. The lockmaster's office and residence were painted. The storehouse was also painted.

HYDRAULIC LIFT LOCK NO. 1.

An accident occurred to the bank on the east side of the canal, in the reach between the Norwood road and Warsaw road. This has been repaired. The leaks which occurred between the Norwood road and hydraulic lift lock No. 1, have also been repaired. Repairs have been made to the guard gates in the reach between the hydraulic lift lock and Nassau, and the guard gates have been equipped with an apparatus for opening and closing same.

PETERBOROUGH-LAKEFIELD SECTION.

On the Peterborough-Lakefield section, dredging has been done whereby the channel for navigation purposes has been greatly improved.

LAKE KETCHEWANOOKA.

The channel between Lakefield and Young's point has been improved by dredging.

YOUNG'S POINT.

A concrete entrance pier 300 feet long was built to Young's point locks and the entrance deepened to nine feet. A concrete pivot pier and abutment for a new steel swing bridge have been built.

BOBCAYGEON.

The dam was rebuilt, piers were retopped with concrete from 2 feet below low water mark and new bridge built on the dam.

FENELON FALLS.

The swing bridge was repaired and a lighthouse was placed at the entrance of Fenelon river. Electric lights were put on the locks which is much appreciated by steamboat men.

LINDSAY.

The wharf was put in good repair, and the channel from Lindsay town to Sturgeon lake was cleaned out of old stumps and sunken logs which accumulate every year. We also built two beacons and placed them in the river and repaired and put in good order the two lighthouses at the entrance from Sturgeon lake to Lindsay river.

ROSEDALE.

The dam was repaired and gravelled. The swing bridge was put in good working order.

BURLEIGH FALLS.

The dam was rebuilt from low water mark up and was strengthened by a pier 12 x 35 and 10 feet deep which was placed on the lower side.

VICTORIA ROAD.

The dam was repaired and gravelled and a ditch built to carry away the seepage.

CHEMONG.

The steamboat wharf was rebuilt.

GULL RIVER.

Eagle lake dam was rebuilt, and Hawk lake dam repaired.

BURNT RIVER.

The dam at Kinmount was generally repaired. The dam was retopped and a pair of winches placed on same. Farquhar dam was re-gravelled and new stop logs put in. Repairs were also made to Grace lake, Big Bear lake, Little Bear Lake, Pine lake, Contains lake and Devil's lake.

MISSASSUAGA RIVER.

Repairs were made to the new slide and the road was gravelled. The dam of Gull lake was re-gravelled and new stop logs were put in. New stop logs were also put in Bottle lake dam. The dam was repaired.

BRIDGES RE-PLANKED.

The following swing bridges were re-planked and painted: Trent bridge, Hastings bridge, bridge at Lock No. 7, Peterborough bridge, bridge at Lock No. 1, 6, Peterborough, Norwood and Warsaw road bridges between lift lock No. 1 and Nassau, Nassau bridge, Lakefield, Burleigh Falls, Fenelon Falls, and Rosedale.

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STEAMER 'EMPIRE.'

The steamer *Empire* has been employed with the dredge *Emmerson* during the whole season.

STEAMER 'SOVEREIGN.'

The steamer *Sovereign* has been used in buoying out channels, painting buoys, towing material for works at various places. It has also been used by the engineers for inspection purposes.

THE DREDGE 'EMMERSON.'

The dredge *Emmerson* has been completed. The hull was built in 1904. The new machinery was placed in her last fall. Two new dump scows which were commenced in 1904, were completed. The tug *Empire* was repaired and put in as good condition as possible. She is a very old boat.

THE STAFF.

The members of the staff have all worked for the interest of the canal, and the appearance of the canal from one end to the other shows that they have done their part well.

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

(Sgd.) J. H. McCLELLAN,
Superintendent.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

—————
TRENT CANALS SURVEYS, ENGINEER'S OFFICE,
OTTAWA, August 14, 1906.

SIR,—I have the honour to submit the following report upon the progress made during the fiscal year ended June 30, 1906, with the surveys, under my charge, of the various routes for the Trent canal.

The surveys for outlets to Lake Ontario: from Rice lake to Port Hope, Cobourg and Trenton respectively; and from Lake Couchiching to Georgian bay, via the Severn river, west branch of Holland river, and the traverse and contour survey of Rice lake—which had been in progress at June 30, 1905—were continued and finally completed on December 2, 1905, as likewise the survey of the Black river from Sutton to Lake Simcoe, Ontario (a distance of about 3 miles). The survey parties were paid off and disbanded on December 2, 1905, and the staff returned to Ottawa, and commenced the office work on plans, profiles, &c.

In accordance with instructions, I made a personal examination (in October, 1905) of that portion of the Gull river between Coboconk and Minden, to ascertain the practicability, cost, &c., of improving it for navigation; and in January, 1906, a reconnaissance survey for a proposed outlet for the Trent Canal from Kempenfeldt bay—Lake Simcoe—to the valley of and via the Nottawasaga river to Nottawasaga bay—Georgian bay. Subsequently a report on the latter was prepared and submitted. On February 17, 1906, detailed plans, profiles, sections and specification for section No. 1 from Cook's bay to Holland Landing—of proposed 'Improvements on the east branch of the Holland river to Newmarket'—were submitted.

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Several detailed plans of proposed dams, locks, bridges &c., for section No. 2—Holland Landing to Newmarket—were prepared, and all plans required for this section will be ready at an early date.

Good progress has also been made with the plans and estimates of quantities for the main outlets; every effort being directed towards the consummation of this work, so as to facilitate the preparation of the final report.

I am, sir,

Your obedient servant,

E. J. WALSH,
Engineer in Charge.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals.
Ottawa.

OFFICE OF THE GENERAL CONSULTING ENGINEER TO THE GOVERNMENT AND CHIEF
ENGINEER OF THE WESTERN DIVISION OF THE NATIONAL
TRANSCONTINENTAL RAILWAY.

OTTAWA, CANADA, September 29, 1906.

SIR,—With a view of presenting to you a statement of the progress made up to September 1, 1906, with the surveys, location and construction of the western division of the Grand Trunk Pacific Railway, I have the honour to report as follows:—

The preliminary surveys have sufficiently advanced to enable the company to submit route maps of the line from Winnipeg touching the towns of Saskatoon and Edmonton, and passing through the 'Yellow Head Pass' to a point on the Pacific slope at the junction of the Salmon river with the Fraser river, a distance of about 1,247 miles. Of this the government have approved from Winnipeg to a point a short distance east of Edmonton, about 776 miles in all.

Edmonton being favourably situated for the establishment of the principal workshops, sorting and distributing yards, cattle yards, warehouses and grain elevators, a large area of land has been purchased for the purpose, which will give ample room for quick despatch of business at that important point.

Plans and profiles of location have been submitted by the company and approved by the government from township 12, range 7, section 4, west of the first meridian (Portage la Prairie), to township 53, range 23, west of the fourth meridian (a point about 8 miles east of Edmonton), a distance of about 720 miles, upon which section the works of construction are in progress.

I have recently made a tour of inspection of this section of the road, and I find the location has been carefully selected with a view to obtaining first-class alignment and favourable grades; the curvature is light and the maximum grades against the traffic going west 0·50 per 100. In securing so good an alignment and gradients, heavy work has been encountered in the form of high embankments, deep cuttings and large structures at certain points, such as at Pine, Mule, Minnawashta, Birdtail and Cut Arm creeks; the little Saskatchewan river; the Touchwood, Eagle and Beaver hills; the Qu'Appelle valley, and at Battle river.

With a road so constructed and, consequently, capable of economical operation, and with the communication to be afforded with the port of Fort William at the head

of navigation on Lake Superior, by means of the branch line now being built from a point on the main line east of Winnipeg, the railway should be in an excellent position to share with its competitors the increasing traffic of the Northwest and of the grain fields of the prairies.

I have not treated here of the western division as a whole from Winnipeg to the Pacific coast, as the surveys are not at present sufficiently advanced to enable any reliable opinion to be formed as to the character of the alignment and grades to be obtained through the mountain region. I, however, may say that I have every reason to feel confident that a satisfactory location will be obtained.

The prairie country through which the road passes is a fine farming district. the soil being for the most part rich. Many settlers are taking up 'homesteads' along the route, as is evidenced by the large number of new 'shacks' recently built, and others, in course of erection, which are visible both north and south of the road.

I was disappointed with the progress made with the works of construction; they had not advanced, and were not advancing, as rapidly as could be desired. This is due to the impossibility of securing the requisite number of men for a vigorous prosecution of the work. In fact, so short of men were the contractors that, in several instances, many teams of horses were standing idle in the stables, owing to inability to secure teamsters to drive them. I think it is manifest that the supply of labouring men in Canada at the present time is insufficient to meet the demand. The same complaint is heard from one end of Canada to the other, the supply is not within 40 to 50 per cent of the number of men required to carry out the contracts in hand. It is, however, only fair to state that the works executed are of a substantial character. The embankments and cuttings are neatly finished off, and the latter are well drained by side surface ditching.

The following is a statement of the approximate quantities of work on the section between Portage la Prairie and Edmonton, and the amount of work executed thereon up to September 1, 1906:—

Character of Work.	How measured.	Total quantity of work.	Quantity of work done to Sept. 1, 1906.
Clearing	Acres	1,420	1,409
Grubbing	"	260	37
Earth excavation	Cubic yards.....	17,700,000	5,091,000
Rock	"	797,000	314,700
Culverts.....	Lineal feet.....	62,000	17,900
Large trestle bridges.....	"	16,000	4,400
Smaller pile bridges.....	"	11,000	2,060
Steel bridges over large rivers	"	5,700	Nil.
Telegraph and Telephone Lines.....	Miles.....	750	20,000 telegraph poles delivered.
Fencing.....	"	1,500	Nil.
Track complete, including ballasting	"	816	50,000 tons rails delivered; 160,000 ties delivered; 2 miles track laid.
Station and other buildings.....	Number.....	265	Nil.
Cattle-guards and sign boards.....	"	1,500	"
Rip-rap.....	Cubic yards.....	20,000	200

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The materials for the balance of the culverts, trestles and pile bridges, as well as the materials for the fencing, telegraph and telephone lines can be taken out in the winter months and delivered upon the ground with much greater facility than in the summer season, and if nothing unforeseen occurs, it may, I think, be anticipated that the track will reach Edmonton by the latter end of the autumn of 1907.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHRIEBER,

*General Consulting Engineer to the Government
& Chief Engineer W. Div. Nat'l Trans'l Ry.*

The Honourable H. R. EMMERSON,
Minister of Railways and Canals,
Ottawa, Ont.

PART III

RAILWAY SUBSIDIES

No. 1.

RAILWAY SUBSIDIES.

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of Subsidy granted for same Railways.

Number.	Name of Railway.	No. of miles built up to June 30, 1906.	No. of miles paid and provided for.	Subsidy paid and available at June 30, 1906.		Subsidy paid to June 30, 1906.		Subsidy paid to September 30, 1906.		
				\$	cts.	\$	cts.	\$	cts.	
1	Albert Southern.....	16	16	50,460	00	50,460	00	50,460	00	
2	+Atlantic and Lake Superior.....	30	30	165,734	00	146,490	84	146,490	84	
3	+Algoma Central and Hudson Bay ..	77	91	924,976	00	924,976	00	924,976	00	
4	Baie des Chaleurs.....	70	70	620,000	00	620,000	00	620,000	00	
5	Baie of Quinte.....	15	35	112,000	00	69,120	00	69,120	00	
6	Beauharnois Junction.....	19	50	62,400	00	62,400	00	62,400	00	
7	Belleville and North Hastings.....	6	84	21,888	00	21,888	00	21,888	00	
8	Beersville Coal and Railway Co.....	6	48	20,736	00	20,736	00	20,736	00	
9	Brantford, Waterloo and Lake Erie.	18	18	57,600	00	57,600	00	57,600	00	
10	Brockville, Westport and Sault Ste. Marie.....	44	50	105,200	00	105,200	00	105,200	00	
11	Bruce Mines and Algoma.....	18	18	53,920	00	53,920	00	53,920	00	
12	Bouctouche and Moncton.....	31	75	101,600	00	101,600	00	101,600	00	
13	Canada Atlantic.....	54	05	282,355	20	282,355	20	282,355	20	
14	Canada Central.....	120	120	1,525,250	00	1,525,250	00	1,525,250	00	
15	+Canada Eastern.....	107	107	350,400	00	350,400	00	350,400	00	
16	+Canadian Pacific.....	1,905	1,905	25,000,000	00	25,000,000	00	25,000,000	00	
17	" (extension)*.....	676	695	83	5,903,322	00	5,903,322	00	5,903,322	00
18	+Cape Breton, extension.....	30	30	182,400	00	182,400	00	182,400	00	
19	Caraquet.....	67	67	224,000	00	224,000	00	224,000	00	
20	Central (of New Brunswick).....	45	66	238,400	00	142,400	00	142,400	00	
21	Cornwallis Valley.....	14	14	44,800	00	44,800	00	44,800	00	
22	Columbia and Kootenay.....	27	75	88,800	00	88,800	00	88,800	00	
23	+Canadian Northern.....	490	490	1,909,132	00	1,909,132	00	1,909,132	00	
24	Chateauguay and Northern.....	58	58	307,595	00	307,595	00	307,595	00	
25	Cap de la Madeleine.....	2	32	7,424	00	7,424	00	7,424	00	
26	+Coast of Nova Scotia (now Halifax and Yarmouth).....	50	61	160,000	00	160,000	00	160,000	00	
27	+Central Ontario.....	21	40	67,200	00	67,200	00	67,200	00	
28	Cumberland.....	14	14	39,850	00	39,850	00	39,850	00	
29	Dominion Lime Co.....	4	80	15,360	00	15,360	00	15,360	00	
30	Dominion Coal Co.....	27	44	87,808	00	87,808	00	87,808	00	
31	+Drunmond County.....	133	60	423,936	00	423,936	00	423,936	00	
32	+East Richelieu Valley.....	21	86	69,952	00	69,952	00	69,952	00	
33	Elgin, Petitediac and Havelock....	12	12	38,400	00	38,400	00	38,400	00	
34	Erie and Huron.....	30	30	96,000	00	96,000	00	96,000	00	
35	Esquimalt and Nanaimo.....	71	71	750,000	00	750,000	00	750,000	00	
36	Fredericton and St. Mary's Bridge Co.....	1	33	30,000	00	30,000	00	30,000	00	
37	Grand Trunk, Georgian Bay and Lake Erie.....	12	42	39,744	00	39,744	00	39,744	00	
38	Grand Trunk.....	Pont.	Pont.	500,000	00	500,000	00	500,000	00	
39	+Great Eastern.....	12	50	40,345	00	40,345	00	40,345	00	
40	+Great Northern.....	140	42	557,788	31	557,788	31	557,788	31	
41	+Gulph Junction.....	15	25	46,000	00	46,000	00	46,000	00	
42	+Gulf Shore.....	16	78	53,699	20	53,699	20	53,699	20	
	* Carried forward.....	4,533	65	4,667	61	41,376,474	71	41,218,351	55	

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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Continued.*

Number.	Name of Railway.	No.	No.	Subsidy paid and available at June 30, 1906.	Subsidy paid to June 30, 1906.	Subsidy paid to September 30, 1906.			
		of miles built up to June 30, 1906.	of miles paid and provided for.						
				\$	cts.	\$	cts.	\$	cts.
	Brought forward.....	4,533·65	4,667·61	41,376,474	71	41,218,351	55	41,218,351	55
43	Halifax and South Western.....	98	231	729,200	00	653,776	00	653,776	00
44	Harvey Branch.....	3	3	5,553	57	5,553	57	5,553	57
45	Hereford.....	48·50	48·50	155,200	00	155,200	00	155,200	00
46	Irondale, Bancroft and Ottawa.....	45	45	144,000	00	144,000	00	144,000	00
47	International (Quebec).....	49	49	156,800	00	156,800	00	156,800	00
48	International (N.B.), formerly Restigouche and Western.....	15	77	246,400	00	127,208	07	127,208	07
49	†Inverness Ry. & Coal Co.....	60·97	98	390,268	00	368,545	97	368,545	97
50	James Bay.....		270	864,000	00	651,264	00	651,264	00
51	Joggins.....	12	12	37,500	00	37,500	00	37,500	00
52	Kingston and Pembroke.....	15	15	48,000	00	48,000	00	48,000	00
53	Kingston, Napanee and Western.....	61·35	61·35	208,732	80	208,732	80	208,732	80
54	L'Assomption.....	3·50	3·50	11,200	00	11,200	00	11,200	00
55	†Lake Erie and Detroit River.....	126·90	128·05	475,851	00	475,851	00	475,851	00
56	Lake Temiscamingue Colonization.....	45·84	45·84	310,335	95	310,335	95	310,335	95
57	Leamington and Lake St. Clair.....	16	16	51,200	00	51,200	00	51,200	00
58	Lindsay, Bobcaygeon and Pontypool.....	38·70	38·70	185,173	06	185,173	06	185,173	06
59	Lotbinière and Megantic.....	30	30	96,000	00	96,000	00	96,000	00
60	Manitoulin and North Shore.....	12·60	12·60	204,800	00	32,000	00	32,000	00
61	Middleton and Victoria Beach.....	39·30	39·30	125,760	00	98,092	80	98,092	80
62	Montreal & Sorel (now South Shore).....	61·50	126·67	517,541	92	296,998	38	296,998	38
63	Montreal and Lake Champlain.....	83	83	103,600	00	103,600	00	103,600	00
64	Montreal and Western.....	70	70	361,270	00	361,270	00	361,270	00
65	Montreal and Lake Maskinongé.....	12·90	12·90	41,280	00	41,280	00	41,280	00
66	Montreal and Ottawa.....	60	60	192,000	00	192,000	00	192,000	00
67	†Montreal and Province Line.....	18·3	18·3	58,560	00	58,560	00	58,560	00
68	Montfort Colonization.....	32·20	32·20	167,440	00	167,440	00	167,440	00
69	Maganetawan River.....	1·11	1·11	3,552	00	3,552	00	3,552	00
70	†Massawippi Valley.....	1·68	1·68	5,376	00	5,376	00	5,376	00
71	†Midland (Nova Scotia).....	57·18	58	365,418	00	362,220	30	362,220	30
72	Nakusp and Slocan.....	36·80	36·80	117,760	00	117,760	00	117,760	00
73	New Brunswick and P. E. Island.....	35·45	35·45	113,440	00	113,440	00	113,440	00
74	New Brunswick Coal and Ry.....	15	45	144,000	00	48,000	00	48,000	00
75	New Glasgow Iron and Coal Co.....	12·45	12·45	39,840	00	39,840	00	39,840	00
76	Nicola, Kamloops and Similkameen.....		45	292,800	00	110,592	00	110,592	00
77	Northern Colonization.....	20·90	20·90	133,760	00	133,760	00	133,760	00
78	Northern Pacific Junction.....	110	110	1,320,000	00	1,320,000	00	1,320,000	00
79	Nova Scotia Central.....	73·50	73·50	235,200	00	235,200	00	235,200	00
80	Ontario, Belmont and Northern.....	9·60	9·60	30,720	00	30,720	00	30,720	00
81	Ontario and Quebec.....	61·25	61·25	196,000	00	196,000	00	196,000	00
82	Orford Mountain.....	26·50	53·50	168,814	50	168,814	50	168,814	50
83	Oshawa Railway and Navigation Co.....	7	7	22,400	00	22,400	00	22,400	00
84	†Ottawa, Northern and Western (formerly Ottawa & Gatineau Valley).....	82·28	86	410,688	00	410,688	50	410,688	00
85	†Ottawa and New York.....	53·87	53·87	262,384	00	262,384	00	262,384	00
86	†Ottawa, Arnprior and Party Sound.....	159·58	159·58	779,712	00	779,712	00	779,712	00
87	Parry Sound Colonization.....	47·75	47·75	152,800	00	152,800	00	152,800	00
88	Pontiac and Pacific Junction.....	70	70	193,578	00	193,578	00	193,578	00
89	†Phillipsburg Junction.....	7·41	7·41	23,712	00	23,712	00	23,712	00
90	Pontiac and Renfrew.....	4·25	4·25	13,600	00	13,600	00	13,600	00
91	Pontiac and Pacific and Ottawa and Gatineau.....	Bridge.	Bridge.	212,500	00	212,500	00	212,500	00
92	†Pembroke Southern.....	20	20	64,000	00	64,000	00	64,000	00
93	Port Arthur, Duluth and Western.....	84·75	84·75	271,200	00	271,200	00	271,200	00
94	Quebec Central.....	74·86	74·86	348,342	00	348,342	00	348,342	00
95	Quebec Bridge Co.....	Bridge.	Bridge.	374,353	33	374,353	33	374,353	33
96	Quebec and Lake St. John.....	245·85	245·85	1,230,743	50	1,092,759	50	1,092,759	50
97	Quebec, Montmorency & Charlevoix.....	30	30	96,000	00	96,000	00	96,000	00
98	Shuswap & Okanagan.....	51	51	163,200	00	163,200	00	163,200	00
99	South Norfolk.....	17	17	54,400	00	54,400	00	54,400	00
100	St. Catharines and Niagara Central.....	12	12	38,400	00	38,400	00	38,400	00
	Carried forward.....	7,021·23	7,830·08	55,152,774	34	53,715,216	78	53,715,216	78

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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, 1906.	No. of miles paid and provided for.	Subsidy paid and available at June 30, 1906.	Subsidy paid to June 30, 1906.	Subsidy paid to September, 30 1906.
				\$ c.	\$ c.	\$ c.
	Brought forward	7,021.23	7,830.08	55,152,774 84	53,715,216 78	53,715,216 78
101	St. Clair Frontier Tunnel.	2.23	2.23	375,000 00	375,000 00	375,000 00
102	St. Lawrence and Lower Laurentian	38.85	38.85	217,600 00	217,600 00	217,600 00
103	St. Louis, Richibucto & Buctouche.	7	7	22,400 00	22,400 00	22,400 00
104	†St. Lawrence and Adirondack.	33.51	33.51	149,481 60	149,481 60	149,481 60
105	†St. Mary River	44	46	177,400 00	148,094 00	148,094 00
106	St. Stephen and Milltown.	4.64	4.64	14,848 00	14,848 00	14,848 00
107	Schomberg and Aurora.	14.42	14.42	46,144 00	46,144 00	46,144 00
108	Temiscouata	112.95	112.95	645,950 00	645,950 00	645,950 00
109	†Thousand Islands	5.19	5.19	29,840 00	29,840 00	29,840 00
110	†Tilsonburg, Lake Erie and Pacific.	33.96	47.50	117,431 48	117,431 48	117,431 48
111	†Tobique Valley.	27.88	27.88	134,016 00	134,016 00	134,016 00
112	Toronto, Grey and Bruce	4.58	4.58	14,656 00	14,656 00	14,656 00
113	†United Counties.	59	59	188,816 00	188,816 00	188,816 00
114	Waterloo Junction	10.25	10.25	32,800 00	32,800 00	32,800 00
115	Western Counties	20	20	500,000 00	500,000 00	500,000 00
116	West Ontario Pacific	18.75	18.75	60,000 00	60,000 00	60,000 00
117	York and Carleton	5.73	5.73	18,336 00	18,336 00	18,336 00
	Total.	7,464.17	8,288.56	57,897,493 42	56,430,629 86	56,430,629 86

†Add subsidy of used rails as per statement, part iii., page 7, \$152,305.20, and Atlantic and North-western, \$3,172,200.00, less subsidy Canadian Pacific Railway, main line, \$25,000,000, and Western Counties Railway, \$560,000, which will then agree with statement of subsidies in part ii, page 50, viz., \$34,255,135.06.

*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, 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, 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, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, 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.

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, 1906.
				\$ c.
1	International (Atlantic and North-west Railway Co.)	252	\$93,300 per $\frac{1}{2}$ year for 30 years	3,172,200
2	Kingston, Smith's Falls and Ottawa Railway Co.	56	\$ 3,136 " 21 "	Nil.
	Total	308		3,172,200

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STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loans authorized.	Amount loaned.
		\$	\$ c.
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

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.
			\$ c.	\$ c.
1	Central Railway Company of New Brunswick.....	4,052	83,612 54	83,612 54
2	Elgin, Petitcodiac and Havelock Ry. Co.....	2,201	44,252 82	44,252 82
3	Chatham Branch Railway Co.....	958	24,439 84	24,439 84
	Total	7,211	152,305 20	152,305 20

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set for.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			\$ c.	
1	Kent Northern Railway Co.	2,549	58,334 27	By 51 Victoria, chapter 3, these used rails will be granted 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	

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 Paspébiac, 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 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$115,200
8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	160,000
9. To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
10. To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	102,400
12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	160,000
13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.	
15. For a railway from the International Railway at Petitecodiac 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 Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
42.	For a branch of the Intercolonial Railway, from Metapediac eastward towards 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.

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51. To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole	\$30,000
52. To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	92,000
53. To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000
54. To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole	10,500
55. For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	25,600
56. For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	44,800
57. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of	70,000
58. To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of	320,000
59. For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward; a subsidy of	217,600
60. To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000
61. For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	140,800

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

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“ Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine.”

By the Act 48-49 Vic., cap. 58, 1885 (*Assented to 20th July, 1885*):—

- 62.** For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.
- 63.** For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
- 64.** The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter :—

“ If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it.”

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*) :—

65.	For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000
66.	For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
67.	To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
68.	To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
69.	To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	118,400
70.	To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	179,200
71.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
72.	For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
73.	For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	108,800
74.	For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
75.	For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000

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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 Argen-teuil, 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 Moun-tains, 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 commu-nication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceed-ing \$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 Rail-way, 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 exceed-ing \$3,200 per mile, nor exceeding in the whole.....	70,400

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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 Joguins 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 Caragnet Railway Company, for seven miles of their railway from Lower Caragnet 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	288,000 00
143. To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for.....	83,612 54
144. To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for.....	44,252 82
145. To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	58,334 27
146. To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	4,335 00
147. To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	11,964 66
148. To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	14,665 45

149. To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for. \$24,439 84

“ All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.”

By the Act 52 Vic., chap. 3, 1889. (*Assented to 2nd May, 1889*) :—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole. 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 38,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 128,000 00
- 154.** For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 22,400 00
- 155.** For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 156,800 00
- 156.** For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 128,000 00
- 157.** To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole 31,771 43
- 158.** To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole 244,500 00

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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 Montcahn 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 Charlebourg 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 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

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" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

" Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say:—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows: on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

" Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

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ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 (*Assented to 9th July, 1892*):—

241.	To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3.	\$224,000 00
242.	To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole.....	264,000 00
243.	To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
244.	To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600 00
245.	To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200 00
246.	To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000 00
247.	To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of.....	15,100 00
248.	To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole.....	35,480 00
249.	To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	60,800 00

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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 Campbelton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000 00
260.	For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400 00
261.	For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	25,600 00
262.	For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600 00

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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	

	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-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200 00
311.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
312.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	97,600 00
313.	To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of.....	20,000 00
314.	To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00

"All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed

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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 Chauvière 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 7½ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 24,000
331.	To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	73,172
332.	To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,046
333.	For a railway from a point on the Intercolonial Railway near Newcastle via Douglstown, 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 Sunnybrae to Kerrogare, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	16,000 00
365.	To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	112,000 00
366.	To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00

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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 Wel-ford 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 $3\frac{5.0}{100}$ 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 $1\frac{14}{100}$ mile of their railway from Milltown to St. Stephen, in the province of New Brunswick ;
- 399.** For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles ;
- 400.** For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 401.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 402.** For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles ;
- 403.** To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia ;
- 404.** For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles ;

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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 Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole.....	16,000 00
413.	To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding.....	52,500 00
414.	For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding.....	112,500 00

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and

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upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

6. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of \$3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. (*Assented to 29th June, 1897.*)

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line,") to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say:—

On the part of the company:

(a.) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever;

(b.) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town;

(c.) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid;

(d.) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort

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William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely:—

Upon all green and fresh fruits, 33½ per cent ;

Coal oil, 20 per cent ;

Cordage and binder twine, 10 per cent ;

Agricultural implements of all kinds, set up or in parts, 10 per cent ;

Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;

All kinds of wire, 10 per cent ;

Window glass, 10 per cent ;

Paper for building and roofing purposes, 10 per cent ;

Roofing felt, box and packing, 10 per cent ;

Paints of all kinds and oils, 10 per cent ;

Live stock, 10 per cent ;

Wooden ware, 10 per cent ;

Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(e.) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner:—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(f.) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(g.) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(h.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct :

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(2.) 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 $\frac{6.6}{100}$ of a mile ;
- 418.** To the Strathroy and Western Counties Railway Company, for a line from Strathroy, Ontario, via Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 419.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the county of York, New Brunswick, to Woodstock, in the county of Carleton, not exceeding 59 miles ;
- 420.** For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding thirty miles ;
- 421.** For a railway from Windsor, Nova Scotia, to Truro, via the township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 422.** For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 423.** For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles ;
- 424.** For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Île aux Noix, not exceeding 19 miles ;
- 425.** For a railway between Pontypool and Bobcaygeon, via Lindsay, Ontario, not exceeding 40 miles.
- 426.** To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 427.** To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 428.** To the Orford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles ;
- 429.** To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to Paspebiac, Quebec, not exceeding 30 miles ;
- 430.** To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel, $6\frac{1}{2}$ miles, (this subsidy to be payable only in the event of adequate running rights over the South-eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Grégoire Station, 1 mile, not exceeding $7\frac{1}{2}$ miles.
- 431.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia, via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 432.** For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne, in the said province, a distance of 35 miles ;
- 433.** The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be \$6,400 per mile for the 80 miles mentioned in the said Act ; not exceeding in all \$512,000.

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434. To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said Company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding \$3,200 per mile for 10 miles, nor exceeding in the whole \$32,000 ;
435. To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in the lieu of the subsidy for the 12 miles granted by chapter 4 of 1894 ;
436. For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles ;
437. For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles ;
438. For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles ;
439. For a railway from the village of Haliburton, via the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles ;
440. For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles ;
441. To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles ;
442. To the Mississippi Valley Railway Company for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding 2½ 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 Sunnysbrae 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 Martelle 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 a line of railway from Shediac, county of Westmorland, New Brunswick, to Shemogue, and towards Cape Tormentine, in the said county, a distance not exceeding 38 miles.
- 501.** For a railway from Lockeport, Nova Scotia, to Sable River, or other convenient point of railway connection, not exceeding 20 miles.
- 502.** To the Inverness and Richmond Railway Company, for a railway in extension of the company's line northward from Broad Cove to Cheticamp, C.B., Nova Scotia, not exceeding 40 miles.
- 503.** For a railway from Bridgetown to Victoria Beach, Nova Scotia, not exceeding 30 miles.
- 504.** For a railway from a point on the Intercolonial Railway, Pictou branch, to Kempt Town, county of Colchester, Nova Scotia, not exceeding $4\frac{1}{2}$ miles.
- 505.** For a railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, not exceeding 11 miles.
- 506.** To the Montfort and Gatineau Colonization Railway Company, to enable it to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, province of Quebec, not exceeding 30 miles.
- 507.** To the Chateauguay and Northern Railway Company, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway, in or near the town of Joliette, passing near the town of L'Assomption, Quebec, together with a spur into the said town, not exceeding 42 miles.
- 508.** To the Chateauguay and Northern Railway Company, for a single-track standard railway bridge, with two roadways 10 feet wide, for free vehicular and foot passenger traffic, the same as upon a public highway, from Bout L'Isle to Charlemagne, at the junction of the Ottawa and St. Lawrence rivers, \$150,000.
- 509.** To the Chateauguay and Northern Railway Company, towards the construction of a bridge across the Lac Ouareau River, \$15,000.
- 510.** To the Arthabaska Railway Company, for a railway from Victoriaville to West Chester, province of Quebec, a distance not exceeding 12 miles.
- 511.** To the Great Northern Railway Company, for a branch line from the town or from near the town of Joliette towards Ste. Emélie, touching the parishes of Ste. Beatrix and Ste. Jean de Matha, not exceeding 20 miles.
- 512.** For a railway from Farnham, province of Quebec, to Frelighsburg and the International Boundary Line, not exceeding 21 miles.
- 513.** Towards the construction of a railway bridge over the St. Francis River, in lieu of the grant under chapter 7 of 1899, at St. François du Lac, on the condition that the bridge, with approaches, be built so as to allow the municipalities to make use thereof, to establish and maintain a suitable roadway for the free passage of foot passengers, vehicles and animals, to be approved by the Minister of Railways and Canals, \$50,000.
- 514.** Towards the construction of a railway bridge over the Nicolet River at Nicolet, in lieu of the grant under chapter 7 of 1899, \$15,000.
- 515.** For a line of railway from Halifax towards a point on the Central Railway of Nova Scotia, in the county of Lunenburg, in addition to and in extension of the 20 miles subsidized by chapter 7 of 1899, not exceeding 20 miles.

3. The subsidies hereby granted and any subsidies heretofore granted under any Act of the Parliament of Canada, still in force, but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless in this Act otherwise expressly provided, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :

(a) upon the completion of the work subsidized ; or

(b.) by instalments on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

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(c.) upon progress estimates on the certificate of the Chief Engineer of Railways and Canals, that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars; or

(d.) with respect to (b) and (c), part one way, part the other.

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the government, which agreement the government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

6. The Governor in Council may make it a condition of the subsidies hereby granted, or of any heretofore granted by any Act of Parliament as to which a contract has not yet been entered into between Her Majesty and the company for the construction of the railway, that the company shall lay its road with new steel rails made in Canada, if such rails are procurable in Canada of suitable quality upon terms as favourable as other rails can be obtained upon, of which the Minister of Railways and Canals shall be the judge.

7. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

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9. Paragraph 20 of section 2 of chapter 7 of the statutes of 1899 is amended by inserting after the word 'railway,' in the third line, the words 'or to connect the said lines.'

10. The subsidy provided for by chapter 7 of the statutes of 1899 towards the construction of a railway bridge over the St. Lawrence River at Chaudière Basin, near Quebec, shall be deemed to be applicable, as to one-third thereof, to the substructure and approaches, and as to two-thirds thereof to the superstructure, and the said subsidy may be paid upon that basis by authority of the Governor in Council, upon progress estimates to be furnished from time to time by the Chief Engineer of Government Railways and Canals, so that one-third of such subsidy, and no more, may be paid in respect of and upon completion of the masonry of the substructure and approaches of the said bridge, one-third, and no more, upon the work and material of one-half of the superstructure being done and supplied, in respect of such work and material, and the remaining one-third upon the completion of the whole work.

By the Act 1st Edward VII., chapter 7 (*Assented to May 23, 1901.*)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile;—

516. For a line of railway from a point on the Intercolonial Railway at or near New Glasgow to Country Harbour, Nova Scotia, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 34, not exceeding 80 miles.

517. To the Quebec and New Brunswick Railway Company, for a line of railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, Quebec, towards the present terminus of the St. Francis Branch of the Témiscouata Railway, New Brunswick, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis River, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 23; also for a line of railway in extension of the St. Francis Branch of the Témiscouata Railway to the mouth of the St. Francis River, New Brunswick, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 43, not exceeding 3 miles; in all not exceeding 63 miles.

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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 Carelton Place, not exceeding 41 miles.
- 533.** To the Norwood and Apsley Railway Company, for a line of railway from Norwood, Ontario, to the village of Apsley, not exceeding 30 miles.
- 534.** For a line of railway from a point on the Dominion Atlantic Railway at or near Wolfville, Nova Scotia, to the Government pier on the Basin of Minas, not exceeding one mile.
- 535.** To the Algoma Central and Hudson Bay Railway Company, for a line of railway from Sault Ste. Marie to a point on the Canadian Pacific Railway at or near White River, in the district of Algoma, in extension of the subsidy granted to the Algoma Central Railway by 1899, cap. 8, sec. 2, paragraph 23, and by 1900, cap. 8, sec. 2, paragraph 4, a further and additional mileage not exceeding 135 miles.
- 536.** For a line of railway from Bridgetown, Nova Scotia, to Middleton, in extension of the line subsidized by 1900, cap. 8, sec. 2, paragraph 28, not exceeding 11 miles.
- 537.** For a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan River, not exceeding two miles.
- 538.** For a line of railway between Halifax and the Central Railway, Nova Scotia, from the end of the 40th mile from Halifax, subsidized by 1900, cap. 8, sec. 2, paragraph 40, to a junction with the Central Railway, Nova Scotia, not exceeding 30 miles.
- 539.** For a line of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, in the district of Algoma, not exceeding 9 miles.
- 540.** For a line of railway from Roberval, Quebec, westward towards James Bay, not exceeding 60 miles.
- 541.** For a line of railway from a point upon the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic River by way of Gimli, not exceeding 35 miles.
- 542.** To the Restigouche and Western Railway Company, for an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John River, not exceeding 33 miles.
- 543.** For a line of railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 21, not exceeding 30 miles.

3. The Governor in Council may grant to the Ottawa and Gatineau Railway, for its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding \$35,872.

4. The subsidies hereby authorized, and any subsidies heretofore authorized under any Act of Parliament of Canada still in force but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the

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Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a.) upon the completion of the work subsidized ; or
- (b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or
- (c.) upon progress estimates on the certificate of the Chief Engineer of Government Railways, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or
- (d.) with respect to (b.) and (c.), part one way, part the other.

5. The subsidy of 66 miles granted to the Manitoulin and North Shore Railway Company for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, by paragraph 6 of section 2 of chapter 8 of the statutes of 1900, may be contracted for with the company and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, in the township of Denison, and extending to Sudbury, and thence north-easterly towards Lake Wahnapiatae, not exceeding 33 miles ; the second section beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, in the township of Baldwin, on the Canadian Pacific Railway, not exceeding 31 miles ; subject, however, to the company carrying out the undertakings contained in paragraph 6 of section 2 of chapter 8 of the statutes of 1900.

6. The subsidies hereinbefore authorized to be granted to companies named, shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1901, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed upon a location, and according to descriptions, conditions, and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make.

7. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights, as will afford to all railways connecting with those so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the Government of Canada shall

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be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

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 Nominigue 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 Paspébiac 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 2½ 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's 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 Koctenay 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:—

623. 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.

624. 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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625. 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.

626. To the Chateauguay 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, \$80,000.

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.

S. 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 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 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.

By Special Act 4 Edward VII., Chap. 34, 1904.

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, add 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 50 per cent on so much of the average cost of the mileage subsidized as in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

627. To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by item 7 of section 2 of chapter 8 of 1900, not exceeding 14 miles.

628. To the Bruce Mines and Algoma Railway Company, for the following lines of railway:—

(a.) For that portion of its line of railway from Bruce Mines Junction southerly to the town of Bruce Mines, on Lake Huron, a distance not exceeding 3 miles;

(b.) For the 6 miles of railway constructed from Gordon Lake Station, being the end of its line as subsidized by chapter 7 of 1901, northward to Rock Lake, a distance of 6 miles;

(c.) For 12 miles from Rock Lake northward, a distance not exceeding 12 miles;

The subsidies to the said lines being granted in lieu of the subsidy granted by item 38 of section 2 of chapter 67 of 1903, not exceeding 21 miles.

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- 629.** To the Nepigon Railway Company, for the following lines of railway :—
- (a.) From a point at or near Nepigon Station on the line of the Canadian Pacific Railway to Nepigon Lake, not exceeding 30 miles ;
 - (b.) From a point on Nepigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nepigon Railway, not exceeding $3\frac{1}{2}$ miles ;
 - (c.) From a point on the line of the Nepigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding $1\frac{1}{2}$ mile :
 - (d.) From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles ;
- The subsidies to the said lines being granted in lieu of the subsidy granted by item 33 of section 2 of chapter 57 of 1903, not exceeding 80 miles.
- 630.** For the construction of a branch line of railway beginning at the Canadian Pacific Railway Company's main line at St. Philippe d'Argenteuil Station, or at a point between there and Grenville, thence in a northerly direction, in lieu of the subsidy granted by item 49 section 2 of chapter 57 of 1903, not exceeding 3 miles.
- 631.** To the Chateauguay and Northern Railway, 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 at or near the Town of L'Assomption, Quebec, together with a spur line into the said town, in lieu of the subsidy granted by item 32 of section 2 of chapter 8 of 1900, not exceeding 42 miles.
- 632.** To the Great Northern Railway Company of Canada, 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, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 6 of section 2 of chapter 57 of 1903, not exceeding 30 miles.
- 633.** To the Chateauguay and Northern Railway Company, for a branch line from a point on its main line at or near Charlemagne, thence northerly and westerly to a point on the Montford and Gatineau Railway at or near Morin Flats, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 41 of section 2 of chapter 57 of 1903, not exceeding 22 miles.
- 634.** To the Ottawa River Railway Company, for a line of Railway from a point at or near St. Agathe des Monts Station towards the township of Howard in the County of Argenteuil, passing near Lakes St. Joseph and St. Marie, in a southerly direction, in lieu of the subsidy granted to the Montreal Northern Railway Company by item 58 of section 2 of chapter 57 of 1903, not exceeding 15 miles.
- 635.** To the Ottawa River Railway Company, for a line of railway between a point in the Parish of St. Andrews, in the County of Argenteuil, and a point in the Parish of St. Lawrence, in the County of Jacques Cartier, passing through the Parishes of St. Placide, St. Eustache and St. Martin, in lieu of the subsidy granted by item 10 of section 2 of chapter 57 of 1903, not exceeding 38 miles.
- 636.** For a line of railway from Lardo towards Upper Arrow Lake, British Columbia, in lieu of the subsidy granted by item 29 of section 2 of chapter 7 of 1903, not exceeding 30 miles
- 637.** To the Western Alberta Railway Company, from a point on the United States boundary, west of range 27, northwesterly towards Anthracite, in the district of Alberta, in lieu of the subsidy granted by item 40 of section 2 of chapter 7 of 1899, not exceeding 50 miles.

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3. The Governor in Council may grant the subsidy hereinafter mentioned towards the construction of the bridge also hereinafter mentioned, that is to say :—

638. To the Chateauguay and Northern Railway Company, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide for free vehicular traffic, the same as upon a public highway, from Bout de L'Île to Charlemagne at the Junction of the Ottawa and St. Lawrence Rivers, a sum not exceeding \$51,000.

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 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, 1904, 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 Board of Railway Commissioners for Canada 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 bridge 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 said Board 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 the bridge hereby subsidized. Provided always that any decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

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 transpor-

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tation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, wherever 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 Board of Railway Commissioners for Canada; 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 the Act.

8. As respects all railways and the bridge 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 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 the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of Government Railways, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Chief Engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c.) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway subsidized by either of the Acts mentioned in the preamble, the Minister of Railways and Canals, at the request of the Company and upon the report of the chief engineer of government railways, and his certificate that he has made careful examination of the surveys, plans and profiles of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the probable and reasonable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer,

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and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the chief engineer, entitles the company there-to: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than eighteen thousand dollars per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the Company's contract;

(c.) that in no case shall the subsidy exceed the sum of six thousand four hundred dollars per mile.

2. In construing this Act the word "cost" shall have the meaning assigned to it by the Act authorizing the granting of the subsidy.

By Act, 6 Edward VII, Cap 43, 1906, (assented to 13th July, 1906).

1. 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 one 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:—

639. To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of Railway:—

(a) From Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(b) From a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway, not exceeding 100 miles; and

(c) From a point at or near Sudbury northerly, not exceeding 30 miles; the said subsidies being granted in lieu of the subsidies of 64 and 130 miles, granted by chapter 8 of 1900, section 2, item 6, as amended by section 5 of chapter 7 of 1901, and chapter 7 of 1901, section 2, item 14, respectively.

640. To the Algoma Central and Hudson Bay Railway Company for a line of railway from Sault St. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the District of Algoma, not exceeding 200 miles, and, for a line of Railway from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway not exceeding 25 miles; in lieu of the subsidies of 40, 50 and 135 miles granted by chapter 7 of 1899, section 2, item 23, chapter 8 of 1900, section 2, item 4 and chapter 7 of 1901, section 2, item 20, respectively.

641. To the Lotbinière and Megantic Railway Company to extend its railway southerly from a point at or near Lyster in Megantic County to or towards a point at or near Lime Ridge in the Township of Dudswell: in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 8, not exceeding 50 miles.

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- 642.** For a line of railway from Lake Nomingue to La Lièvre, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 44, not exceeding 35 miles.
- 643.** For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the County of Halifax, to Guysborough, in the County of Guysborough, with branch lines to a point on the Intercolonial Railway at or near New Glasgow, in the County of Pictou, and also to Country Harbour, in the County of Guysborough, not exceeding in the whole 236 miles in lieu of subsidies of 116 and 120 miles granted by chapter 57 of 1903, section 2, items 19 and 63 respectively.
- 644.** For a line of railway from Wellington to Union Bay, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 68, not exceeding 55 miles.
- 645.** For a line of railway from a point at or near Sharbot Lake or Bathurst Station, in the Province of Ontario, or between those points via Lanark Village to Carleton Place, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 17, not exceeding 41 miles.
- 646.** For a line of railway from Cape Tourmente towards Murray Bay, in lieu of the subsidy granted by chapter 5 of 1892, not exceeding 20 miles.
- 647.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscal 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; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 51.
- 648.** To the Nipigon Railway Company, for the following lines of railway :—
- (a) From a point at or near Nipigon Station on the line of the Canadian Pacific Railway to Nipigon Lake, not exceeding 30 miles.
- (b) From a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway, not exceeding 3½ miles.
- (c) From a point on the line of the Nipigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding 1½ miles.
- (d) From a point on the North shore of Lake Nipigon northerly, not exceeding 45 miles;
- The said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 34 of 1904, section 2, item 3, not exceeding in the whole 80 miles.
- 649.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 48, not exceeding 200 miles.
- 650.** For a line of railway from Roberval westward towards James Bay, in lieu of the subsidies granted by chapter 57, of 1903, section 2, items 11 and 52, not exceeding 100 miles.
- 651.** To the Quebec Central Railway Company for an extension of its line of railway from St. Francis to St. George not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec Bridge, not exceeding 23 miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 46.

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- 652.** To the Western Alberta Railway Company for a line of railway from a point on the United States Boundary, west of range 21, northwesterly towards Anthracite, in the Province of Alberta, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 11, not exceeding 50 miles.
- 653.** To the Shediac and Coast Railway Company for a line of railway from Shediac to Shemogue and towards Cape Tormentine in Westmoreland County, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 17, not exceeding 38 miles.
- 654.** For a line of railway from St. Constant in the County of Laprairie and Napierville, through St. Edouard, St. Cyprien and Lacolle to a point at or near the International boundary line on the Delaware and Hudson Railway (Grand Trunk) lieu of the 19 and 12 mile subsidies granted by chapter 7 of 1899, section 2, item 10 and chapter 4 of 1894 respectively, not exceeding 28 miles.
- 655.** To the Lake Superior, Long Lake and Albany Railway Company for a line of railway from Peninsula Harbour in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 76, not exceeding 10 miles.
- 656.** For a line of railway from Owen Sound in the Province of Ontario to Meaford, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 34, not exceeding 30 miles.
- 657.** To the Kingston, Smith's Falls and Ottawa Railway Company for a line of railway from Kingston to Ottawa, being a revote of the subsidy granted by chapter 4 of 1897, not exceeding 101 miles.
- 658.** To the Lotbinière and Megantic Railway Company, for a line of railway from a point on its line between Lyster and Lime Ridge, to a point at or near the Bridge over the St. Lawrence at or near Quebec, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 45, not exceeding 30 miles.
- 659.** For a line of railway from a point on the Quebec and Lake St. John Railway, near the River Jeannotte to La Tuque, on the St. Maurice River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 57, not exceeding 35 miles.
- 660.** To the Halifax and South Western Railway Company, for a line of railway from a point at or near Halifax, to a point at or near Barrington Passage, (except that part east of Bridgewater which formerly formed part of the line of the Central Railway), in lieu of the 68, 77 and 35 miles of subsidies granted by chapter 57 of 1903, section 2, item 23 (a) and (b), and item 75, respectively, not exceeding 185 miles.
- 661.** To the Bay of Quinté Railway Company, for a line of railway from a point at or near the Village of Tweed, thence northwesterly to a point at or near the Village of Bannockburn, in the County of Hastings, being a revote in part of the subsidy granted by chapter 7 of 1899, section 2, item 45, and in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 37, not exceeding in all 20 miles.
- 662.** For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 32, not exceeding 75 miles.

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- 663.** For a line of railway from the Station of Lac Bouchette, or from a point one mile east of the said station, on the Quebec and Lake St. John Railway, to St. André, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 47, not exceeding 13 miles.
- 664.** For a line of railway from Debert Station, on the Intercolonial Railway, to Debert Coal Mine, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 20, not exceeding $4\frac{1}{2}$ miles.
- 665.** For a line of railway from a point at or near Toulon, to a point on the Icelandic River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 27, not exceeding 35 miles.
- 666.** To the Ontario, Northern and Temagami Railway Company (formerly the Temagami Railway Company), for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Temagami, in the District of Nipissing, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 36, not exceeding 50 miles.
- 667.** To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval to the Government wharf at Lake St. John, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 40, not exceeding one mile.
- 668.** For a line of railway from Truro northerly towards Brule, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 64, not exceeding 34 miles.
- 669.** To the Kootenay Central Railway Company, for a line of railway from Golden towards the International Boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 66, not exceeding 186 miles.
- 670.** To the Brockville, Westport and Sault Ste. Marie Railway Company, 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 regranted by chapter 5 of 1892; the whole not exceeding \$86,800, being a revote of the subsidy granted by chapter 4 of 1894, and that the said subsidy or so much thereof as has heretofore been agreed upon by the terms of an agreement filed in the Department of Railways and Canals between said Brockville, Westport and Sault Ste. Marie Railway Company and the creditors of said Railway Company, to be paid over to the said creditors or the legal representatives of said creditors as mentioned in said agreement.
- 671.** For a line of railway from Jonquieres to La Baie des Ha Ha, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 7, not exceeding 20 miles.
- 672.** For a line of railway from St. Rose via the east side of Lake Ainslie to or towards Orangedale on the Intercolonial Railway, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial Railway at or near Mines Road Station to the wharf at Caribou Cove not exceeding four miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, items 18 and 62.
- 673.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government Pier at the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 25.

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- 674.** To the Great Northern Railway of Canada for a line of railway in extension of its railway from a point at or near Arundel to a point in the municipality of the United Townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montford and Gatineau line with the main line at St. Jerome, not exceeding 22 miles; in lieu of the subsidies granted to the Montford and Gatineau Colonization Railway Company by items 6 and 41 of section 2 of chapter 57 of 1903.
- 675.** To the Great Northern Railway of Canada, for a line of railway from, at or near Garneau Junction to or towards the Quebec Bridge, not exceeding 70 miles, in lieu of the subsidy granted by item 74 of section 2, of chapter 57 of 1903.
- 676.** 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, not exceeding 15 miles; and for a line of railway between a point in the parish of St. Andrews, in the County of Argenteuil, and a point in the parish of St. Laurent, in the County of Jacques Cartier, passing through the parishes of St. Placide, St. Eustache and St. Martin, not exceeding 38 miles; in lieu of the subsidies granted by chapter 34 of 1904, items 8 and 9 of section 2, not exceeding in the whole 53 miles.
- 677.** To the Kettle River Valley Railway Company for a line of railway from Grand Forks to a point 50 miles up the North Fork of Kettle River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 67, not exceeding 50 miles.
- 678.** To the Ottawa Northern and Western Railway for a line of railway from Aylmer to a point of junction with the Interprovincial Bridge approach in the City of Hull (except that portion thereof beginning at a point of junction with the line of the Hull Electric Railway in the City of Hull and terminating at a point on the main line of the Canadian Pacific Railway at the east end of its Hull Station yard) not exceeding nine miles, in lieu of the subsidy granted by item 12 of section 2 of chapter 7, of 1899, and by the first portion of item 13 of section 2 of chapter 57 of 1903.
- 679.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 3, not exceeding 51 miles.
- 680.** To the Interprovincial and James Bay Railway Company, for a line of railway from the Lake Temiskaming at the present terminus of the Canadian Pacific Railway in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 42, not exceeding 50 miles.
- 681.** For a line of railway from Waltham Station to Ferguson Point, in the County of Pontiac, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 43, not exceeding 20 miles.
- 682.** 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, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 54, not exceeding 30 miles.
- 683.** For a line of railway from the Village of Haliburton, via the Village of Whitney, towards the Town of Mattawa, Ontario, in lieu of the subsidies granted by chapter 7 of 1899, section 2, item 25, and chapter 8 of 1900, section 2, item 9, not exceeding 60 miles.

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684. For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 71, not exceeding 84 miles.

2. That 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, nor the cost of 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 the Department of Railways and Canals, 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.

3. That the subsidies to be authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided herein, 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.

4. That the subsidies to be 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 established 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, 1906, 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 shall be subject to the approval of the Governor in Council.

5. That the granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada 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 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 said Board 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 so subsidized: Provided always that any

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decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

6. That every company so receiving a subsidy, its successors and assigns, and any person or company controlling or operating the railway or portion of railway so subsidized, shall each year furnish to the Government of Canada, transportation for men, supplies, materials and mails, over the portion of the lines 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 Board of Railway Commissioners for Canada; 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 so received by the company.

7. That as respects all railways for which subsidies are granted, 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 or bridge, the cost of operating it, and the earnings thereof.

8. That the Governor in Council may make it a condition of the grant of the subsidies herein provided, 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.

9. That whenever a contract has been duly entered into with a company for the construction of any line of railway so subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals and upon the report and certificate of the said Chief Engineer, entitles the company thereto; Provided always:—

(a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

PART IV

MISCELLANEOUS STATEMENTS

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No.

SUBSIDY AGREEMENTS for the Construction of Railways

No. of Contract.	Date of Signature.	Name of Railway.	Line of Railway to be Constructed.	AUTHORITY FOR EXECUTION.	
				Act of Parliament.	Order in Council.
15979	Sept. 6, 1905	Central Ontario Ry....	From point near Baneroff to point near Whitney.	Can., 1903, c. 57.	July 22, 1905
16127	Mar. 20, 1906	Canadian Pacific Ry. Co.	From St. Philippe d'Argenteuil Station, &c., northerly.	Can., 1904, c. 34.	Nov. 8, 1905, & Feb. 19, 1906
16237	June 26, 1906	Chateauguay & Northern Ry. Co.	From point in Hochelaga Ward, Montreal, to point on G.N.Ry., in or near Joliette, &c.	Can., 1904, c. 34.	Feb. 16, 1906
15977	July 28, 1905	Kettle River Valley Ry. Co.	From Grand Forks to a point 50 miles up Kettle River.	Can., 1903, c. 57.	July 28, 1905
16197	May 25, 1906	Klondike Mines Ry. Co.	From Dawson to Stewart River.	Can., 1903, c. 57.	May 7, 1904
16235	June 23, 1906	Kootenay Central Ry. Co.	From Golden to International Boundary Line via Windermere and Fort Steele, &c., through Crow's Nest Pass, at or near Elko.	Can., 1903, c. 57.	May 14, 1906
15917	July 5, 1905	Mabou & Gulf Ry. Co., Ltd.	From Mabou Coal Mines to point near Glendyer, thence to Orangedale on I.C.Ry.	Can., 1903, c. 57.	June 28, 1905
15956	July 28, 1905	Midway & Vernon Ry. Co.	From Midway to Vernon	Can., 1903, c. 57.	July 28, 1905

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 20, 1906.

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1.

entered into during the Fiscal Year ended June 30, 1906.

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, lb. per Lineal Yard.	Date for Completion.
Per Mile.	Not exceeding								
\$	\$		Feet.	Feet.	Feet.	Feet.	Feet.	Lb.	
3,200	6,400	40	80	819	50	20	15	56	Aug. 1, 1907
3,200	6,400	3	116	478	50	16 & 20	14	56	Nov. 1, 1906
3,200	6,400	42	37	1,433	50	20	15	56	June 30, 1906
3,200	6,400	50	80	478	50	20	15	56	Aug. 1, 1907
3,200	6,400	84	184.80	230	30	14	10½	45	Aug. 1, 1907
3,200	6,400	186	52.80	573	50	20 & 18	14	56	Aug. 1, 1907
3,200	6,400	34	224	528	50	20	15	56	July 1, 1907
3,200	6,400	150	106	478	50	20	15	56	July 1, 1907

HAZEN HANSARD,
Law Clerk.

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No. 2.

CONTRACTS entered into during the Fiscal Year ended June, 1906.

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of signature.	Contractors.	General Description.
1905.			
15951	Aug. 8	Zenon Ouellette	Erect station at St. Moise, Que.
15953	" 15	J. B. McManns, Ltd.	Construct double track diversion at Birch Cove, N.S.
15955	" 15	Thos. A. Barnhill	Erect combined station and dwelling, &c., at McKay's Siding, N.S.
*15970	" 22	John Starr, Son & Co., Ltd.	Wiring second story of freight shed on pier No. 2, Halifax, N.S.
15973	Sept. 6	J. W. Mitchell	Addition to baggage room, &c., at River John, N.S.
15986	" 15	H. Dixon	Erect station and dwelling, platform and freight shed at Aulac, N.S.
15996	" 25	Thos. A. Barnhill	Erect stations at Woodburn, Lorne and Union, N.S.
16004	Oct. 3	D. J. McDonald	Wiring of station at Stellarton, N.S.
16005	" 25	A. P. C. Clark	Erect train house and baggage room at St. John, N.B.
*16010	Mar. 9	Quebec Electric Company	Wiring of umbrella roofs at Levis, Que.
16014	Nov. 2	J. W. Dobson	Erect creosoted pile wharf at Pictou, N.S.
16021	Oct. 2	St. John Railway Company	Wiring new round house, &c., at St. John, N.B.
16020	" 10	Dominion Iron & Steel Company	Deliver 25,000 tons of steel rails.
16024	" 2	Dixon & Falconer	Erect combined station and dwelling, and combined freight shed and baggage room at McIntyre's Lake, N.S.
16028	Nov. 20	Morrison & Finlayson	Construct 4,000 feet of railway from N. Sydney to Sydney Mines, N.S.
16029	" 24	Joseph Gosselin	Construct substructures of bridges at St. Leonard Junction and Mitchell station, Que.
16042	" 15	Quebec Electric Company	Wiring of station at Drummondville, Que.
16043	" 26	Rathbun Company	Deliver 25 box cars.
16047	Dec. 9	Crossen Car Manufacturing Co., Ltd	" 75 "
16057	" 18	Rhodes, Curry & Co., Ltd.	" 100 "
16059	" 18	" "	" 20 conductors' vans.
1906.			
16063	Jan. 3	Emil A. Wallberg	Supply Munford boilers, &c., for engine house at Truro, N.S.
16064	" 3	W. A. Hattie	Erect telegraph office at Pirate Harbour, N.S.
16065	" 3	Rhodes, Curry & Co., Ltd.	Deliver 25 refrigerator cars.
16066	" 4	D. G. Kirk	Construct creosoted piles for pier No. 8, Halifax, N.S.
16070	" 4	Copp, Dixon & Co.	Erect freight shed and baggage room at Painsec Junction, N.B.
16071	" 4	Peter Campbell	Installation of heating plant in dwelling house at Moncton, N.B.
16072	" 4	Freeze Brothers	Construct galvanized iron cornice on roof of car shop at Moncton, N.B.
16073	" 4	Geo. St Pierre & Co.	Erect station, freight shed, &c., at Mitchell, Que.
16078	" 4	Rhodes, Curry & Co., Ltd.	Deliver 750 33 in. car wheels.
16079	" 4	" "	" 2,500 "
16084	" 15	Jas. F. Falconer & Son	Erect addition to freight shed at Stellarton, N.S.
16085	" 15	Rhodes, Curry & Co., Ltd.	Deliver 10 first class cars.
16088	" 20	W. A. McKay & Co.	Wiring of Station at Sydney, N.S.
16089	" 15	L. H. Estano	Supplying and fitting of 12 water closets in cottages at Moncton, N.B.
16093	Feb. 1	Emil A. Wallberg	Erect water tanks at Gibson, Upper Cross Creek, Boies-town, Blackville, Chatham Junction and Loggieville, Moncton and Ste. Flavie District; and at Drummondville, Ste. Flavie and Montreal District.
16095	" 1	John McDougall & Co.	Deliver 1,500 33 in. car wheels.
16096	" 1	Clouthier & Gaudreau	Remodelling of station at L'Islet, Que.
16101	" 1	Emil A. Wallberg	Erect water tanks at Truro, N.S., and at Rivière du Loup, Que.
16102	" 1	" "	Erect engine house, &c., at Pictou, N.S.

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CONTRACTS entered into during the Fiscal Year ended June, 1906—*Continued.*INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Date of signature.	Contractors.	General Description.
	1906.		
16104	" 20	Locomotive & Machine Co., Ltd.	Deliver 16 passenger engines, 'Pacific type.'
16107	" 15	Rhodes, Curry & Co., Ltd.	" 10 first-class cars.
16111	Jan. 22	Emil A. Wallberg	Supply fan system of heating for car shop at Moncton, N.B.
16117	Mar. 1	Canadian Locomotive Co., Ltd.	Deliver 20 freight engines and 3 shunting engines.
16120	" 16	Willard Kitchen	Construct spur line of railway from Fort Lawrence to Fort Lawrence Wharf, N.S.
16130	" 20	Zenon Ouellette	Erect ice house at Rivière Ouelle Wharf, Que.
16137	" 30	Crossen Car Manufacturing Co., Ltd.	Deliver 5 combined vestibule second-class sleeping and baggage cars.
16141	Apr. 4	Farquhar Bros.	Wiring of freight shed No. 8, Halifax, N.S.
16149	" 9	Town of Fraserville	Wiring of engine house and annex at Rivière du Loup, Que.
16152	" 9	Willard Kitchen	Erect addition to station and freight shed at Norton, N.B.
16153	Mar. 30	Dominion Dump Car Co.	Construct and use 130 dump cars covered by patent.
16155	" 9	Cie d'Aqueduc du Cap St. Ignace	Water at Cap St. Ignace Station, Que.
16157	Apr. 17	Farquhar Bros.	Wiring of new station at Pictou, N.S.
16158	" 9	Quebec Electric Company.	Wiring of engine house, machine shop, boiler room, &c., at Chaudière Junction, Que.
16166	" 5	Emil A. Wallberg	Erect addition to engine house at Stellarton, N.S.
16167	" 19	"	Construct umbrella roofs over platform at Sydney, N.S.
16172	" 6	Rhodes, Curry & Co., Ltd.	Deliver 100 box cars.
16199	Mar. 1	The Rathbun Co.	" 2 flanger cars.
16219	Jan. 6	Rhodes, Curry & Co., Ltd.	" 10 snow ploughs and 2 double track ploughs and flangers.
16225	June 14	R. H. Canavan	Erect addition to freight shed at Windsor, N.S.
16234	" 20	John H. McKay	Erect station, dwelling, &c., at Belmont, N.S.
16248	" 8	Dominion Bridge Co., Ltd.	Erect bridges at Nauwigewauk and St. John, N.B.

PRINCE EDWARD ISLAND RAILWAY.

	1905.		
15954	Aug. 8	Ignatius Roach	Erect 8 section tool house on the Murray Harbour Branch.
*16006	June 26	Willard Kitchen	Deliver 8,500 lineal feet of portable snow fence.
16031	Nov. 22	A. E. Leigh	Telegraph lines.
16041	Dec. 2	J. M. Clark & Co.	Erect agent's dwelling at Freetown, P.E.I.
16046	" 9	Willard Kitchen	Erect cross-tied pile wharf and freight shed at Georgetown, P.E.I.
16087	" 1	Rhodes, Curry & Co., Ltd.	Deliver 300 car wheels.
	1906.		
16124	Mar. 20	Emil A. Wallberg	Erect stone passenger station and baggage room at Charlottetown, P.E.I.
16136	" 26	M. F. Schurman & Co.	Erect freight shed at Kensington, P.E.I.
16159	April 16	B. D. Huntley	Supply and erect 15 water closets on the Murray Harbour and Montague branches.
16164	" 23	J. M. Clark & Co.	Construction and plumbing of water closets and toilet rooms in Summerside station, P.E.I.
16202	Jan. 3	M. F. Schurman & Co.	Deliver 8,000 ft. of portable snow fence.
16211	June 4	Willard Kitchen	Erect water tank at Montague, P.E.I.
16212	" 4	"	Works at Montague and Murray Harbour.
16224	" 14	Thomas Campbell	Surfacing of roadway on approaches to Hillsborough Bridge, P.E.I.
16248	" 8	Dominion Bridge Co., Ltd.	Erect bridge at Brudenel, P.E.I.

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CONTRACTS entered into during the Fiscal Year ended June 30, 1906—*Continued.*

CARILLON CANAL.

No. of Contract.	Date of signature.	Contractors.	General Description.
	1905.		
16032	Nov. 29	T. Ross & Sons & Ayers.....	Lighting of canal.

CHAMBLY CANAL.

	1906.		
16215	June 7	Phoenix Bridge & Iron Works, Ltd	Erect swing bridge at Riley's Crossing, Que.

CORNWALL CANAL.

	1905.		
15948	July 17	L. S. Macoun.....	Supply shafting, hangers, pulleys, &c.
15987	Sept. 15	Wm. M. Leacy.....	Riprap and filling in near foot of canal.

GALOPS CANAL.

	1906.		
16229	June 16	Quinlan & Robertson	Erect wharf near west end of 'Deep Cut,' Cardinal, Ont.

GRENVILLE CANAL.

	1905.		
16032	Nov. 29	T. Ross & Sons & Ayers	Lighting canal.

LACHINE CANAL.

	1905.		
15926	July 7	P. Leduc.....	Erect 5 lock and 5 bridge houses.
15966	Aug. 16	Dominion Bridge Co., Ltd.....	Erect swing bridge at Atwater Avenue, Montreal.
16012	Nov. 2	Quinlan & Robertson	Erect wharf at Lachine, Que.
16013	Oct. 3	"	Erect wharf and sidewalks at entrance to Lock No. 1.
	1906.		
16165	April 23	Canadian Portland Cement Co...	Deliver 4,000 brls. cement.
16181	May 4	Quinlan & Robertson.....	Raising of sheds Nos. 4 and 5, Basin No. 2.
16195	April 17	"	Erect concrete wall at St. Gabriel Basin No. 1.
16198	May 26	"	Paving of approaches to swing bridges.
16200	" 14	Canadian Agency & Supply Co...	Deliver 3,000 brls. cement.
16245	June 28	Lymburner & Matthews.	Supply machinery to operate lock gates.

RIDEAU CANAL.

	1905.		
15944	Aug. 12	Ottawa Lumber Co.	Deliver 90,000 ft. b. m. hemlock timber.
15949	July 22	International Portland Cement Co., Ltd.	" 1,500 brls. cement.
15976	Sept. 15	M. L. Wilson.....	Drill well at lock house at Davis' Station.
15991	" 20	M. Ryan	Deliver timber for 1905-6.
	1906.		
16142	April 4	Ottawa Lumber Co.....	Deliver 369 pieces B.C. or Douglas fir dimension timber.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended June 30, 1906—*Concluded.*

SOULANGES CANAL.

No. of Contract.	Date of signature.	Contractors.	General Description.
	1905.		
16008	Oct. 20	John Betram & Sons Co., Ltd.	Deliver machinery.
16009	" 20	Railway Spring & Supply Co ...	" "
16017	Nov. 10	Watson Jack & Co.....	" "

ST. OURS LOCK.

	1905.		
16056	Dec. 15	Locomotive & Machine Co. of Montreal, Ltd.	Deliver I beams and hand railing for landing wharfs above and below lock.

WELLAND CANAL.

	1905.		
15967	Aug. 21	M. J. Hogan	Construct new docking along old west pier of Port Colborne entrance.
16074	Dec. 15	"	Supplementary to contract No. 15967.
	1906.		
16103	Feb. 14	Niagara Falls Machine & Foundry Co., Ltd.	Supply iron and brass castings for 1906.
16119	Mar. 3	J. H. Kratz & Co.....	Supply timber, lumber, &c., for 1906.
16122	Feb. 14	McCleary & McLean....	" " "
16123	Mar. 20	Mason, Gordon & Co	" " "
16161	April 23	Joseph Battle.....	Construct retaining wall on east side of rock cut near Raney's Bend.

*Too late for last year's report.

HAZEN HANSARD,
Law Clerk.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 20, 1906.

6-7 EDWARD VII., A. 1907

No.

No. 3.—WATER POWER and other Public Property leased by the Department

1.—INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1905.		
15930	July 30.	Alice E. Jones	Land at Moncton, N.B.
16001	Oct. 3.	Sussex Packing Co.	Privilege to lay a 2-in. pipe at Sussex, N.B.
16003	" 18.	Geo. B. Martin	Land at Assametquaghan, Que.
16015	Nov. 2.	City of Sydney	Privilege to lay a 6-in. pipe at Prince St., Sydney, N.S.
16069	Dec. 30.	F. George	Land at Folleigh Lake, N.S.
16081	" 30.	W. R. Steeves	Land at Beaver Brook Station, N.B.
	1906.		
16086	Jan. 23.	A. M. Rowan	N. end of shed No. 12 on Ballast Wharf, St. John, N.B.
16097	Feb. 6.	D. E. Read	Land at Pictou Landing, N.S.
16112	" 22.	G. E. Patterson	Land at Marshy Hope Station, N.S.
16125	Mar. 13.	Imperial Oil Co., Ltd.	Land at St. Paschal and St. Jean Port Joli, Que.
16160	" 1.	A. McMullen	Land at Wentworth, N.S.
16168	" 2.	M. J. McNeil	Land at Boisdale, N.S.
16169	Apr. 11.	D. E. McKeigan	Land at Leitches Creek, N.S.
16189	May 12.	Acadia Coal Co., Ltd.	Land at Pictou Landing, N.S.
16191	" 2.	Price Bros.	Privilege to stretch wire across railway at point $\frac{1}{2}$ mile W. of Salmon Lake Station, Que.
16192	" 14.	Intercolonial Coal Mining Co., Ltd.	Land at Deep Water Terminus, Halifax, N.S.
16196	" 22.	Theo. Fournier	Privilege to lay water pipe at Sayabec, Que.
16217	June 6.	Albert Mfg. Co. of Hillsborough	Land at Salisbury Station, N.B.
16218	" 6.	B. Leclair & A. Daigle	Land at Tartague, Que.
16220	" 6.	Central Telephone Co.	Privilege to stretch wires at Matapedia Bridge, &c.
16226	" 6.	New Glasgow Electric Light Co.	Privilege to erect electric line across railway and along right of way at New Glasgow, N.S.
16230	June 18.	Kate A. Brown	Land at Salisbury Station, N.B.
16233	" 18.	His Majesty the King	Rooms on ground floor of building No. 3, and rooms on 2nd floor of building No. 5, King St., St. John, N.B.
16249	" 28.	H. J. B. Woods	Land at N. Sydney, N.S.
PRINCE EDWARD			
	1906.		
16246	June 28.	M. P. Driscoll	Land at Freetown, P.E.I.
	1905.		
16254	Aug. 24.	Province of P. E. Island.	Land between Souris Beach and Souris Road, King's Co.

SESSIONAL PAPER No. 20

3.

of Railways and Canals during the Fiscal Year ended June 30, 1906.

RAILWAY.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.					
				Annual Rental.		Due each Year.		First Instalment due.	
			1905.	\$	cts.				
6.3 acres.....		During pleasure.....	June 1, 1905	15	00	June 1..	June 1, '05		
10,000 sq. ft.....		".....	July 1, 1905	1	00	July 1..	July 1, '05		
		".....	" 1, 1905	1	00	" 1..	" 1, '05		
		".....	" 1, 1905	2	00	" 1..	" 1, '05		
0.09 acres.....		".....	" 1, 1905	1	00	" 1..	" 1, '05		
375 sq. ft.....		".....	" 1, 1905	1	00	" 1..	" 1, '05		
		".....	" 1, 1905	100	00	" 1..	" 1, '05		
0.6 acre.....		".....	Dec. 1, 1905	5	00	Dec. 1..	Dec. 1, '05		
480 sq. ft.....		".....	July 1, 1905	1	00	July 1..	July 1, '05		
480 sq. ft.....		".....	" 1, 1905	10	00	" 1..	" 1, '05		
0.53 acre.....		".....	Mar. 1, 1906	5	00	Mar. 1..	Mar. 1, '06		
1,750 sq. ft.....		".....	July 1, 1905	1	00	July 1..	July 1, '06		
312 sq. ft.....		".....	" 1, 1905	1	00	" 1..	" 1, '06		
5.79 acres.....		".....	" 1, 1905	1	00	" 1..	" 1, '06		
		".....	Mar. 1, 1906	5	00	Mar. 1..	Mar. 1, '06		
160 sq. ft.....		".....	Jan. 1, 1906	1	00	Jan. 1..	Jan. 1, '06		
		".....	Oct. 15, 1903						
				Water at Sayabec Station....					
2,450 sq. ft.....		".....	July 1, 1905	1	06	July 1..	July 1, '05		
660 sq. ft.....		".....	" 1, 1905	1	00	" 1..	" 1, '05		
		".....	Mar. 1, 1906	19	00	Mar. 1..	Mar. 1, '06		
		".....	May 1, 1906	25	00	May 1..	May 1, '06		
2,000 sq. ft.....		During pleasure.....	July 1, 1905	1	00	July 1..	July 1, '05		
		4½ years.....	Feb. 1, 1906	950	00	Quarterly.	May 1, '06		
120 sq. ft.....		During pleasure.....	Jan. 1, 1906	1	00	Jan. 1..	Jan. 1, '06		

ISLAND RAILWAY.

600 sq. ft.....		During pleasure.....	July 1, 1906	1	00	July 1..	July 1, '06		
4.21 acre.....		".....	Aug. 24 1905	1	00				

6-7 EDWARD VII., A. 1907

No. 3.—WATER POWER and other Public Property leased by the Department of

CHAMBLY

No. of Lease.	Date of Signature.	Lessee.	Property leased.
	1906.		
16113	Feb. 24..	Singer Mfg. Co.....	Priv. to lay 24-in. pipe across lands and under canal at St. Johns, Que.

CORNWALL

	1905.		
15927	July 20..	Lake View Cheese Mfg. Association.	Pt. lot 26, 1st con., tp. of Cornwall, Co. of Stormont, Ont.

GALOPS

	1906.		
16240	June 23..	E. V. Dodge.	Land on N. side of old canal at W. end of Cardinal Village.

LACHINE

	1905.		
15928	July 20..	Grand Trunk Ry. Co. of Canada.	Priv. to lay a spur line on N. bank of canal.
15971	Aug. 15..	Canada Car Co., Ltd.....	Priv. to lay 16-in. pipe from canal to lot 3603, Cote St. Paul, and draw water.
15978	Sept. 15..	Grand Trunk Ry. Co. of Canada.	Priv. to lay 2 sidings on N. bank of canal.....
15994	July 27..	" "	Priv. to lay spur lines on S. bank of canal.....
16030	Nov. 24..	Canadian Carbonate Co.....	Priv. to lay a 1-in. pipe from canal to lot 3519, Cote St. Paul, and draw water.
	1906.		
16098	Feb. 10..	Montreal Rolling Mills Co.....	Priv. to place post to support corner of overhead conveyer.
16108	" 10..	Standard Chemical Co. of Toronto, Ltd.	Priv. to lay 6-in. pipe and draw water.
16109	" 19..	Ogdensburg Coal & Towing Co..	Land in Town of St. Henri, Que.....
16116	Mar. 7..	Montreal & Southern Counties Ry.	Priv. to lay line of electric railway on Riverside and Mill Sts. and cross Black's Bridge, Montreal.
16132	" 22..	Quinlan & Robertson.....	Wharf lot No. 7 on S. E. side of Wellington Basin, Point St. Charles, Montreal.
16135	" 27..	Northern Electric & Mfg. Co., Ltd.	Priv. to lay 12-in. supply pipe and 16-in. discharge pipe from New St. Gabriel Basin No. 4 to lot 1198, St. Ann's Ward, Montreal, and draw water.
16188	May 12..	Ottawa Forwarding Co., Ltd....	Flour shed No. 3, Basin No. 3.....
16201	" 25..	J. H. Hutchison	Priv. to lay a 2-in. pipe from canal to lots 2155 and 2158, St. Henri, Par. of Montreal, and draw water.
16210	" 28..	G. A. Grier.....	Land on N. side of canal at Montreal, and privilege to build a wharf.
16214	June 4..	Wm. Rutherford & Sons Co., Ltd.	Priv. to lay 5-in. pipe to lot 2287, Par. of Montreal, and draw water.
16241	" 22..	Sessemwein Bros.....	Lot No. 8, S. E. side of Wellington Basin, Montreal.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1906—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 ...	Jan. 1, 1906	10 00	Jan. 1....	Jan. 1, '06

CANAL.

0.28 acre		During pleasure....	April 1, 1905	1 00	April 1....	April 1, '05
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CANAL.

0.17 acre		During pleasure....	Jan. 1, 1906	30 00	Jan. 1....	Jan. 1, '06
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CANAL.

.....		21 years	July 1, 1904	1 00	July 1....	July 1, '04
.....		During pleasure ..	April 1, 1905	780 00	April 1....	April 1, '05
.....		"	Aug. 1, 1905	5 00	Aug. 1....	Aug. 1, '05
.....		21 years	July 1, 1905	5 00	July 1....	July 1, '05
.....		During pleasure....	Sept. 1, 1905	10 00	Sept. 1....	Sept. 1, '05
.....		"	Jan. 1, 1906	1 00	Jan. 1....	Jan. 1, '06
.....		"	" 1, 1906	210 00	" 1....	" 1, '06
4,200 sq. ft....		"	" 1, 1905	84 00	" 1....	" 1, '06
.....		21 years	Mar. 1, 1906	190 00	Mar. 1....	Mar. 1, '06
17,680 sq. ft....		During pleasure....	May 1, 1906	212 00	May 1....	May 1, '06
.....		"	July 1, 1906	780 00	July 1....	July 1, '06
.....		"	May 1, 1906	170 00	May 1....	May 1, '06
.....		"	" 1, 1906	30 00	" 1....	" 1, '06
.....		"	" 1, 1906	60 00	" 1....	" 1, '06
.....		"	" 1, 1906	150 00	" 1....	" 1, '06
17,680 sq. ft....		"	June 1, 1906	212 00	June 1....	June 1, '06

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No. 3.—WATER POWER and other Public Property leased by the Department of
RAPIDE PLAT

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
RIDEAU			
	1906.		
16110	Feb. 23.	Morrisburg Village.	Land in Village of Morrisburg and surplus water. . .
RIDEAU			
	1905.		
15968	Aug. 15.	R. F. Rowan and John H. Birkett.	Privilege to dredge material from bed of canal between Kingston Mills and Jones Falls.
	1906.		
16203	May 28.	St. Patrick's Orphan Asylum of Ottawa,	Pt. Lot 22, Gore of Gloucester, Co. of Carleton, Ont.
16227	June 6.	Wm. J. Brown.	Pt. Lot 4, Con. I, Township of Oxford, Co. of Grenville, Ont.
TRENT			
	1905.		
15995	Sept. 25.	Peterborough Golf and Country Club.	Pt. E $\frac{1}{2}$ Lot 2, Con. 12, Township of Douro.
	1906.		
16118	March 6.	The James Bay Ry. Co.	Pt. Lot. 13, Township of Mara, Ont., and privilege to erect swing bridge thereon.
16209	June 4.	Crushed Stone, Ltd.	Pts. 48 and 32, Con. 8, and pt. 49, Con. 9, Township of Eldon, Co. of Victoria, Ont., and use of stone.
WELLAND			
	1905.		
15922	July 8.	Lincoln Electric Light and Power Co., Ltd.	Privilege to lay cable above Lock No. 2.
15965	Aug. 21.	Town of Welland.	Privilege to make connection by sewer pipe with Government drain.
16058	Dec. 22.	City of St. Catharines.	Water power from canal on Lake Erie level at Allanburg.
16080	" 29.	M. Beatty & Sons, Ltd.	Pt. 26, Con. 5, and pts. 26, Con. 6, Township of Crowland, Co. of Welland, Ont.
	1906.		
16128	Mar. 22.	Lincoln Electric Light and Power Co., Ltd.	Privilege to erect an electric line at lower end of Lock 3.
16143	" 31.	Hamilton Cataract Power, Light and Traction Co., Ltd.	Water power.
16170	April 21.	Toronto and Niagara Power Co..	Two parcels of land, 100 ft. square, in Township of Thorold, Co. of Welland, Ont., and privilege to erect thereon transmission towers, to carry wires over canal.
16213	June 5.	Niagara, St. Catharines and Toronto Ry. Co,	Privilege to erect swing bridge at Guard Lock, Thorold, Ont.
16216	" 4.	Susan Miller.	Privilege to lay 1 $\frac{1}{2}$ -inch pipe from head of Lock 9, and draw water.
16238	" 2.	Hamilton Cataract Power, Light and Traction Co., Ltd.	Two parcels of land in Welland, Ont., and privilege to erect thereon transmission towers, to carry wires over canal.
16239	" 23	Dept. of Militia and Defence.	Pt. Lots 14 and 15, Township of Dunn, Co. of Haldimand, Ont.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1906—*Concluded.*

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each year.	First instalment due.
0.519 acre	1,100 h. p.	21 years.....	Jan. 1, 1906	\$ Land, \$40; water, \$2 per h. p.	Half-yearly.	Jan. 1, '06

CANAL.

.....		21 years.....	Jan. 1, 1904	300 00	July 1....	July 1, '06
4 acres.....		During pleasure....	Feb. 1, 1906	1 00	Feb. 1....	Feb. 1, '06
3½ ".....		".....	June 1, 1906	7 00	June 1....	June 1, '06

CANAL.

1.3 acre.....		During pleasure....	Sept. 1, 1905	10 00	Sept. 1....	Sept. 1, '05
0.218 ".....		".....	Jan. 1, 1906	25 00	Jan. 1....	Jan. 1, '06
8 acres.....		20 years.....	April 1, 1905	100 00	Apr. 1....	Apr. 1, '05

CANAL.

.....		During pleasure....	June 1, 1905	5 00	June 1....	June 1, '05
.....		".....	July 1, 1905	5 00	July 1....	July 1, '05
.....	50 cu. ft. per sec.	19 yrs. and 4 months renewable.	Sept. 1, 1904	500 00	Half-yearly.	Jan. 1, '05
2.05 acres.....		During pleasure....	Jan. 1, 1906	25 00	Jan. 1....	" 1, '06
.....		".....	Sept. 1, 1905	5 00	Sept. 1....	Sept. 1, '05
.....	300 cu. ft. per sec.	18 years.....	Jan. 1, 1906	9,000 00	Half-yearly.	Jan. 1, '06
.....		10 years renewable..	April 1, 1906	100 00	Apr. 1....	Apr. 1, '06
.....		10 years.....	May 1, 1906	25 00	May 1....	May 1, '06
.....		During pleasure..	June 1, 1906	10 00	June 1....	June 1, '06
.....		10 years renewable..	May 1, 1906	100 00	May 1....	May 1, '06
.....		During pleasure....	June 1, 1906	10 00	June 1....	June 1, '06

HAZEN HANSARD,
Law Clerk.

6-7 EDWARD VII., A. 1907

No. 4.

PROPERTY CONVEYED to the Department of Railways and Canals and Letters Patent granted during the Fiscal Year ended June, 1906.

CANADIAN PACIFIC RAILWAY.

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.	County.	Area.	Amount.
	1906.						\$ cts.
16243	Mar. 5.	His Majesty the King.....	Land for right of way, &c.	Nipissing, Algoma and Thunder Bay.....			

INTERCOLONIAL RAILWAY.

*15972	Oct. 13.	Alex. Phillips	Land on W. side of Upper Street	Halifax City.....	Halifax, N. S.	6,245 sq. ft.	5,326 90
15980	Aug. 26.	His Majesty the King.....	Land at.....	Sussex	Kings, N.B.	15,487 "	
15981	" 26.	"	"	"	"	15,487 "	
15982	" 28.	"	"	"	"	6,000 "	
15983	" 26.	"	"	"	"	17,250 "	
15984	" 25.	"	"	"	"	6,000 "	
15985	" 26.	"	"	"	"	15,487 "	
*15988	Jan. 12.	Emma J. Lowerison.....	"	Aulac	Westmoreland, N.B.	0.75 acre	350 00
*15992	May 17.	William Watts.....	58, 59, 108 and 109, and pts. 57 and 110 S. Ward.....	Drummondville.....	Drummondville, Que.	41,976 } sq. ft.	2,000 00
15997	July 7.	Rachel Primrose, <i>et al.</i>	Land and land covered with water.....	Pictou Harbour	Pictou, N.S.	7.45 acres.....	8,000 00
*15998	Aug. 26.	Louis St. Laurent.....	Pt. 32, Range 1st.....	Hunqui Tp.	Rimonski, Que.	3,199 sq. ft.	200 00
*15999	" 26.	G. Roy	"	"	"	1,860 "	70 00
*16000	" 26.	A. Lamontagne.....	"	"	"	2,400 "	100 00
16025	July 18.	W. A. Hendry	Land at.....	Springhill Jct.	Cumberland, N.S.	4.6 acres.....	400 00
16026	Sept. 18.	John Ware, <i>et ux.</i>	Land on S. side of Gray's Lane.....	Halifax City.....	Halifax, N.S.	1,633 sq. ft.	1,000 00

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16033	"	Thos. Ritchie, <i>et ux.</i>	"	"	"	1,349	"	900 00
16034	"	Geo Ritchie and Jno. Men- ger.	Land N. side of Gerrish Street.	"	"	2,200	"	1,800 00
16035	"	Thos. and Geo. Ritchie.	Land W. side of Upper Water Street.	"	"	1,748	"	2,400 00
16036	"	G. P. Archibald	"	"	"	4,200	"	2,800 00
16037	"	James A. Artz.	"	"	"	3,600	"	2,800 00
16038	"	Thos. Spry, <i>et ux.</i>	"	"	"	6,233	"	1,600 00
16039	"	A. I. Rockwell	"	"	"	1,526½	"	1,200 00
16048	Oct.	C. Kee, <i>et al.</i>	Of privilege to lay pipes through Grant- or's land at Hampton, N. B.	"	"	"	"	50 00
16049	Aug.	Levi Hart.	Land on E. side of	Campbell Road.	Halifax, N.S.	5,148 sq. ft.	"	18 00
16052	Oct.	C. T. West.	Land on W. side of Upper Water Street	Halifax City	"	3,075	"	1,000 00
16053	Sept.	C. Smith	Land on S. side of Gerrish Street	"	"	2,560	"	1,800 00
16054	"	D. McMullin	Land on N. side of Gray's Lane.	"	"	4,140	"	1,000 00
16055	Oct.	A. B. and G. E. Bosk.	Land on W. side of Upper Water Street	"	"	3,500	"	1,200 00
16057	Nov.	E. Beauregard	Pt. 51, Range of St. Henri.	Parish of St. Liboire.	Bağot, Que.	3,500	"	50 00
16058	"	Mrs. O. Allard	Pt. 420, Range of St. George.	"	"	3,500	"	45 00
16077	Oct.	Donald McKay.	Land at	"	"	3,400	"	50 00
16083	Sept.	W. K. Thomson, <i>et al.</i>	Land on W. side of Upper Water Street	McKay's Siding.	Colechester, N.S.	6,725	"	1,100 00
16092	Nov.	H. M. Dvaus, <i>et al.</i>	Land on S. side of Gray's Lane.	Halifax City	Halifax, N.S.	1,526½	"	1,200 00
16133	Dec.	Chas. W. Hewson, <i>et al.</i>	Land at	Fort Lawrence.	Cumberland, N.S.	1 17 acre	"	263 80
16138	Jan.	David Andrews, <i>et ux.</i>	Land on W. side of Upper Water Street	Halifax City	Halifax, N.S.	4,056 sq. ft.	"	1,100 00
16139	"	James Artz, <i>et al.</i>	Land on N. side of Artz Lane.	"	"	9,916	"	3,800 00
16140	"	"	"	"	"	2,664	"	2,100 00
*16144	Nov.	Christy Smith	Land at	Sydney	Cape Breton, N.S.	11,385	"	4,500 00
16146	Feb.	J. G. Thomson, <i>et al.</i>	Land on S. side of Gerrish Street	Halifax City	Halifax, N.S.	7,261	"	1,600 00
16145	Dec.	John W. Austin, <i>et ux.</i>	Land on W. side of Upper Water Street	"	"	2,244	"	1,300 00
16147	Nov.	W. H. L. Cogswell, <i>et ux.</i>	"	"	"	4,600	"	3,600 00
16148	"	Mary A. Plimkett	Land on S. side of Artz Street	"	"	38,653	"	2,250 00
16150	"	Wm. H. Archibald, Trustee	Land at	N. Sydney	Cape Breton, N.S.	21,974	"	1,260 00
16176	"	1906.	Land at	"	"	"	"	"
16178	Mar.	John Barry, <i>et al.</i>	Land on W. side of Upper Water Street	Halifax City	Halifax, N.S.	5,304	"	1,600 00
16179	Nov.	1905.	"	"	"	"	"	"
16180	Dec.	Fred H. Turner, <i>et al.</i>	"	"	"	3,650	"	2,200 00
		John O'Sullivan.	"	"	"	8,424	"	4,900 00
16182	Jan.	1906.	"	"	"	"	"	"
16183	Feb.	Peter Mason, <i>et ux.</i>	"	"	"	2,730	"	2,000 00
		Jairus Hart.	"	"	"	5,040	"	1,000 00
16184	Dec.	1905.	"	"	"	"	"	"
16186	Oct.	Alfred Short	Land at	"	"	4,800	"	900 00
16187	"	James Rouse, <i>et al.</i>	Land on W. side of Upper Water Street	"	"	2,808	"	550 00
		James Reeves, <i>et ux.</i>	"	"	"	7,000	"	1,700 00

* Too late for last year's Report.

No. 4.—PROPERTY Conveyed to the Department of Railways and Canals and Letters Patent granted during the Fiscal Year ended June 30, 1906—*Concluded*

INTERCOLONIAL RAILWAY—*Continued.*

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.	Comty.	Area.	Amount.
							\$ cts.
16190	Dec. 26, 1905.	Joseph Blanchet.....	Pt. 530.....	St. Ignace Parish.....	Montmagny, Que.....	16,340 sq. ft.	37 70
16194	Feb. 20, 1906.	George Pomy <i>et al.</i>	Land on W. side of Upper Water Street	Halifax City.....	Halifax, N.S.....	35,676 "	21,000 00
16206	Jan. 30, 1906.	Robt. W. Hewson <i>et ux.</i>	Land at.....	Moncton.....	Westmoreland, N.B.....	1.38 acre.....	10,490 00
16207	March 13, 1906.	M. Inglis <i>et al.</i>	Land on S. side of Gerrish Street.....	Halifax City.....	Halifax, N.S.....	3,000 sq. ft.....	2,200 00
16208	" 30, 1906.	John K. Hubley <i>et ux.</i>	Land on W. side of Upper Water Street	"	"	4,800 "	3,500 00
16231	April 14, 1906.	A. Cannon <i>et ux.</i>	Land at.....	Fort Lawrence.....	Cumberland, N.S.....	1.01 acre.....	141 40
16232	May 7, 1906.	Thos. C. Fraser <i>et al.</i>	Land at.....	Lorne.....	Pictou, N.S.....	0.384 "	50 00
16236	March 9, 1906.	Catherine Kennedy <i>et al.</i>	Land on N. side of Gerrish Street.....	Halifax City.....	Halifax, N.S.....	3,396 sq. ft.....	1,400 00
16242	Feb. 12, 1906.	Frank S. West <i>et al.</i>	Land on N. side of Gray's Lane.....	"	"	5,200 "	2,100 00
16250	March 30, 1906.	A. B. Mitchell <i>et ux.</i>	Land on S. side of Gerrish Street.....	"	"	1,500 "	1,100 00
16255	May 4, 1906.	J. H. Goodwin <i>et al.</i>	Land at.....	Fort Lawrence.....	Cumberland, N.S.....	1.65 acre.....	500 20
16263	Nov. 1, 1905.	Peter Mason <i>et ux.</i>	Land on W. side of Upper Water Street	Halifax City.....	Halifax, N.S.....	1,656 sq. ft.....	1,200 00
16284	March 27, 1906.	C. H. Wallace <i>et al.</i>	Land on N. side of Gerrish Street.....	"	"	1,653 "	1,600 00
16265	Feb. 21, 1906.	John Y. Payzant.....	Land on W. side of Upper Water Street	"	"	4,100½ "	2,000 00
16266	May 22, 1906.	J. B. McManus, Ltd.....	Land at.....	Meunrancook.....	Westmoreland, N.B.....	7,500 "	1 00
16276	" 1, 1906.	A. F. Chamberlain <i>et ux.</i>	Land at.....	Campbellton.....	Restigouche, N.B.....	0.82 acre.....	200 00
CORNWALL CANAL.							
16205	May 28, 1906.	Mary L. H. Waldorf.....	Pt. W½ 7, 1st con.....	Osnabruck T'p.....	Stormont, Ont.....	0.42 acre.....	26 31
FARRAN'S POINT CANAL.							
15941	July 1, 1905.	Geo. Kerr <i>et ux.</i>	Pts. 16, 17 and 18, Village of Farran's Pt.	Osnabruck T'p.....	Stormont, Ont.....	0.26 acre.....	6,204 00

SESSIONAL PAPER No. 20

GALOPS CANAL.

1905.	1805.	Mary A. Sellaack	Pt. E $\frac{1}{2}$ of W $\frac{1}{2}$ No. 11, 1st con.	Edwardsburgh Tp.	Grenville, Ont.	1.28 acre*	430 10
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TRENT CANAL.

1905.	16027 Oct.	31. Hamilton Provident and Loan Society.	Pt. E $\frac{1}{2}$ No. 2 con. "A"	Mara Tp.	Ontario, Ont.	0.29 acre	25 00
	16082 Nov.	21. Robert Lunan	Pt. 19, con. 4, N. of Portage Road.	Eldon Tp.	Victoria, Ont.	2 acres	130 00
	16126 Jan.	31. James Jewell <i>et al.</i>	Pt. 20, con. 4, N. of Portage Road.	"	"	2 "	130 00
	16193 April	27. Joseph Cowie	Pt. 1, con. "B"	Mara Tp.	Ontario, Ont.	0.36 acre	36 00
	16270 Jan.	20. Co. of Peterborough and Township of Otonabee.	Bensford and Wallace Bridges	Otonabee Tp.	Peterborough, Ont.	"	1 00
	16271 "	20. Co. of Peterborough, Tp. of Ennismore & Tp. of Smith.	Chemong Bridge	Ennismore Tp.	"	"	1 00
	16272 "	20. Co. of Peterborough, Tp. of Ennismore & Tp. of Harvey.	Gamons Narrows Bridge	Harvey Tp.	"	"	1 00
	16273 March	27. Co. of Peterborough, City of Peterborough and Tp. of Monaghan.	Locks Bridge.	N. Monaghan Tp.	"	"	1 00

WELLAND CANAL.

1905.	15963 Aug.	3. A. E. Grass <i>et al.</i>	Pt. 15, con. 5.	Grantham Tp.	Lincoln, Ont.	0.41 acre	200 00
	16022 Nov.	2. J. H. Burgar <i>et al.</i>	Pt. 238.	Thorold Tp.	Welland, Ont.	0.01 "	1,500 00

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 20, 1906.

HAZEN HANSARD,
Law Clerk.

6-7 EDWARD VII., A. 1907

No. 5.

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended June 30, 1906.

INTERCOLONIAL RAILWAY.

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1906.			\$ cts.
16094	Jan. 18	P. F. Lacroix.....	Damages consequent upon closing of farm crossing at St. Michel Station, Co. of Bellechasse, Que.	75 00
16175	Feb. 15	A. McKinnon.....	Damages consequent upon closing of farm crossing at North Sydney Junction, N.S.	200 00
16177	Mar. 21	John A. McDonald.....	Damages caused by water to goods and buildings at Iona, N.S.	1,200 00
16252	June 16	John K. Hubley.....	From all claims and demands incidental to purchase of land in Halifax, N.S.	500 00
16253	" 15	Mary Voltz.....	From all claims and demands incidental to purchase of land in Halifax, N.S.	200 00

TRENT CANAL.

	1905.			
16023	Nov. 9	The Geo. Mathews Co., Ltd.	Damages to goods consequent upon flooding of cellars.	600 00
	1906.			
16131	Mar. 8	Richard Cosgriff.....	Damages to Lot S $\frac{1}{2}$ 11, 8th Concession, Township of Ennismore, County of Peterborough, Ont., consequent upon the raising of Buckhorn Dam.	12 00

WELLAND CANAL.

	1905.			
15948	Aug. 16	Frank P. Goring.....	Damages for injuries sustained.....	725 00
15952	" 18	Robert Colgan.....	" " &c.....	32 50
16060	Dec. 21	F. Boyer.....	" " at Port Colborne...	1,600 00

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 20, 1906.

HAZEN HANSARD,
Law Clerk.

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DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1905

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1906

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1905.

For the season of navigation of 1904 and 1905, all the canals were declared free, consequently no tolls were collected for the present year. The statistics as compiled show the Revenue as it would appear if tolls had been collected.

Both the revenue and tonnage show a large increase on all the canals for the present year, as per statements herewith presented.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows :—

For 1904	\$ 291,676 97
For 1905	356,405 68

By comparing the statistics of 1904 with 1905, it will be seen that the gross revenue has increased \$64,728.71.

The increases and decreases are as follows :—

	Increase.	Decrease.
On the Welland Canal	\$ 39,890 82	.....
" St. Lawrence Canals	16,227 12	.....
" Chambly Canal	931 01	.....
" Ottawa Canals	6,744 31	.....
" Rideau Canals	748 19	.....
" St. Peter's Canal	146 21	.....
" Trent Valley Canals .....	.....	67 02
" Murray Canal	108 07	.....
" Sault Ste. Marie Canal .....	.....	.....
Total	\$ 64,795 73	67 02
Total increase .....	.....	\$ 64,728 71

STATEMENT of the Revenue, together with the increases and decreases of all the Canals for the seasons of Navigation from 1891 to 1905, inclusive.

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
1903	333,086 86	105,518 93
1904	291,676 97	41,419 89
1905	356,405 68	64,728 71

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GRAIN PASSED DOWN WELLAND.

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 four years is as follows :—

QUANTITY PASSED DOWN TO MONTREAL.		QUANTITY ON WHICH FULL TOLLS WERE PAID. (Free for 1904.)	
		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
1903	351,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270

* Of the quantity of grain passed down to Montreal there were transhipped at Ogdensburg, in 1891, 17,817 tons; in 1892, 1,341 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, 48,823 tons; in 1900, 38,403 tons; in 1901, 17,387 tons; in 1902, 34,060 tons; in 1903, 40,641 tons; none in 1904 and none in 1905.

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.

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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.

For the year 1903 the canals were declared free of tolls. O.C., April 27, 1903.

For the year 1904 the canals were declared free of tolls. O.C., April 27, 1903.

For the year 1905 the canals were declared free of tolls. O.C., April 27, 1903.

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 461,049 tons in 1896 to 341,431 tons in 1905 and the quantity passed down the Welland Canal from United States ports to United States, has decreased from 160,372 to 129,270 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 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
1903.....	253,959
1904.....	154,625
1905.....	148,377

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 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
1903.....	400,057
1904.....	220,076
1905.....	375,630

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Comparative shipments of grain by the St. Lawrence route, and rail and water via the State of New York, are as follows:—

QUANTITY OF GRAIN TO SEA-BOARD BY COMPETING ROUTES.

The quantity of grain and peas passed down the whole length of the St. Lawrence Canal to Montreal, is as follows:—

	Tons.
For 1904.....	220,076
1905.....	375,630
	<hr/>
Showing an increase of.....	<u>155,554</u>

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1904.....	154,625
1905.....	148,377
	<hr/>
Showing a decrease of.....	<u>6,248</u>

The quantity of grain arrived at the tide-water by New York Canals, is reported as follows:—

	Tons.
For 1904.....	226,867
1905.....	216,237
	<hr/>
Showing a decrease of.....	<u>10,630</u>

The quantity of grain carried to tide-water by the New York railways, is reported as follows:—

	Tons.
For 1904.....	3,048,573
1905.....	3,164,540
	<hr/>
Showing an increase of.....	<u>115,967</u>

The increases and decreases for 1905 as compared with 1904 on the several routes, competing for the carrying trade to the sea-board, are as follows:—

	Increases.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence.....	155,554		77 17	
" Canadian Pacific and Grand Trunk Railways.....		6,248		4 11
" New York Canals.....		10,630		4 25
" " Railways.....	115,967		3 81	

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

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decreased from 373,070 tons in 1894 to 234,017 tons in 1905 and the quantity to Ontario ports, between Port Dalhousie and Cornwall, and an increase from 80,681 tons in 1894 to 165,286 tons in 1905. The quantity passed down to Montreal shows an increase from 292,191 tons in 1894 to 448,704 tons in 1905.

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.
1891, 209 Cargoes, with an aggregate quantity of	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
1903, 170 " "	218,840
1904, 115 " "	174,121
1905, 167 " "	239,418

In the United States vessels there were in—

	Tons.
1890, 35 Cargoes with an aggregate quantity of	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
1903, 219 " "	273,986
1904, 118 " "	150,359
1905, 235 " "	273,344

Ninety-six Canadian and 19 American vessels took cargoes of 180,206 tons through to Montreal intact in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons 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

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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 1905 and the four previous years is given below.

The total number of grain-laden vessels lightened at this port in 1905 was 50, against 57 the previous year.

The quantity of grain lightened was as follows:—

Articles.	1900.	1901.	1902.	1903.	1904.	1905.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat.	272,609	393,490	577,697	670,302	175,117	679,840
Corn.	448,256	556,911	529,651	834,718	408,976	104,027
Rye	Nil.	Nil.	Nil.	13,768		
Oats	Nil.	76,236	5,824	2,765	15,353	
Barley.	Nil.	27,115	Nil.	13,242	9,686	

WELLAND CANAL.

The total quantity of freight passed on the Welland Canal during the season of 1905 was 1,092,050 tons; of this quantity 16,082 tons were way or local freight.

There were 859,991 tons of freight passed eastwards, and 232,059 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 1905 was 1,075,968 tons.

Of this quantity 848,007 tons were east bound and 227,961 west bound freight.

Of the east bound through freight, Canadian vessels carried 369,866 tons and United States vessels carried 478,141 tons; and of the west bound through freight Canadian vessels carried 85,251 tons and United States vessels carried 142,710 tons, or a total of 455,117 tons for Canadian and 620,851 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1905 was 1,752,855 tons; of this quantity 1,266,683 tons passed eastward and 486,172 passed westward.

East and west bound Through Freight.

The total quantity of through freight was 1,080,278 tons; of this quantity 827,720 tons were east bound and 252,558 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 438,963 tons were east bound and 233,614 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.
1891.....	309,953	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
1903.....	390,786	100,699
1904.....	278,328	71,512
1905.....	448,704	72,482

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.
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
1903.....	221,074	149,151	370,225
1904.....	165,337	87,144	252,481
1905.....	190,547	111,749	302,298

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 49,815 tons, as compared with the previous year; and a decrease of 251,504 tons as compared with 1891.

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The following statement shows the aggregate number of vessels, and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1905 inclusive:—

Fiscal Year.	Aggregate number of Vessels.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	Number.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
<i>Season of navigation.</i>			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	80,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	533,584
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
1903	1,787	1,002,919	370,225
1904	1,433	811,371	252,481
1905	1,595	1,019,568	302,296

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The total quantity of freight passed through the several divisions of the canals during the season of 1905 is as follows:—

	Farm Stock.	Forest Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland.		157,570	79,708	257,467	597,305	1,092,050
St. Lawrence.	1,899	247,222	138,118	620,986	744,630	1,752,855
Chambly.	243	304,272	9,262	111,401	21,891	447,069
Ottawa.	1,529	343,255	375	17,081	9,101	371,341
Rideau.	8	27,044	5,080	21,410	6,322	59,864
St. Peters.	36	10,159	4,551	53,658	12,673	81,077
Murray.	9	2,586	10,085	12,535	4,206	29,421
Trent Valley.	292	44,058	76	105	700	45,231
Sault Ste. Marie.	77	96,832	138,132	4,115,740	1,122,625	5,473,406

The total quantity of freight moved on the Welland Canal was 1,092,050 tons, of which 597,305 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 1,752,855 tons, of which 744,630 were agricultural products, and 620,986 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 371,341 tons; of this quantity 96,832 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 346,200 tons in 1905, 361,333 tons in 1904, 512,601 tons in 1903, 489,053 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 1905.	4,475,888	In 1887.	*3,847,766
1904.	4,632,082	1886.	*3,802,262
1903.	5,548,603	1885.	4,105,594
1902.	6,532,263	1884.	3,639,805
1901.	8,334,001	1883.	4,422,461
1900.	6,053,005	1882.	3,885,557
1899.	6,211,827	1880.	4,732,385
1898.	7,060,542	1869.	1,087,809
1897.	5,673,638		
1896.	5,183,540		
1895. *	3,798,574		
1894.	4,281,056		
1893.	5,107,426		
1892.	5,913,013		
1891.	5,565,381		
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-seven 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.	1,707,598	2,791,517	4,559,115	387
1875.	1,305,550	2,343,241	3,648,791	357
1876.	1,064,293	2,875,803	3,940,096	270
1877.	1,498,984	2,493,683	3,992,667	375
1878.	1,912,734	3,695,764	5,608,498	341
1879.	1,833,399	4,353,617	6,187,016	296
1880.	2,371,090	4,732,385	7,103,475	333
1881.	1,116,561	4,983,722	6,100,283	183
1882.	1,118,776	3,885,557	5,004,333	223
1883.	1,379,000	4,422,461	5,801,461	237
1884.	1,236,986	3,639,805	4,876,791	253
1885.	1,063,310	4,105,594	5,168,904	205
1886.	1,489,886	3,802,262	5,292,148	281
1887.	1,539,403	3,847,766	5,387,169	285
1888.	1,166,958	3,197,734	4,364,692	267
1889.	1,296,896	3,654,984	4,951,880	262
1890.	1,167,901	4,336,199	5,504,100	212
1891.	1,092,355	3,565,381	4,657,736	234
1892.	937,999	5,913,013	6,851,012	137
1893.	1,452,563	5,107,426	6,599,989	284
1894.	1,400,129	4,281,056	5,681,185	327
1895.	602,505	3,798,574	4,401,079	159
1896.	957,182	5,183,540	6,140,722	156
1897.	744,575	5,673,638	6,418,213	116
1898.	653,027	7,060,542	7,713,569	085
1899.	577,486	6,211,827	6,789,313	086
1900.	472,857	6,053,005	6,525,862	073
1901.	557,099	6,334,001	6,891,100	081
1902.	489,053	6,532,263	7,021,316	069
1903.	512,601	5,548,603	6,061,204	081
1904.	361,333	4,632,082	4,993,415	073
1905.	346,290	4,475,888	4,822,088	072

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COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS VIA THE STATE
OF NEW YORK.

On reference to the returns made by the railways to the state authorities of New York, and to the canal statistics submitted to the state legislature, I find that of the total tonnage of freight carried by the canals and railways, the state canals carried :—

In	Per cent.	In	Per cent.
1859.....	68·9	1887.....	16·3
1869.....	47·0	1888.....	18·8
1870.....	38·9	1889.....	15·1
1871.....	38·9	1890.....	13·9
1872.....	40·1	1891.....	13·4
1873.....	34·9	1892.....	9·8
1874.....	31·7	1893.....	10·1
1875.....	28·4	1894.....	10·2
1876.....	24·6	1895.....	9·7
1877.....	28·3	1896.....	8·5
1878.....	27·1	1897.....	8·3
1879.....	23·7	1898.....	6·9
1880.....	25·1	1899.....	7·2
1881.....	18·5	1900.....	5·2
1882.....	19·0	1901.....	5·1
1883.....	18·7	1902.....	5·5
1884.....	19·0	1903.....	5·6
1885.....	17·1	1904.....	4·6
1886.....	16·9	1905.....	4·5

The quantity of freight carried by the canals and railways was more in 1905 by 5,242,646 tons than the quantity carried in 1904, and an increase of 61,299,967 tons over 1869.

The quantities carried were as follows :—

In	Total Tonnage.	Proportion by canals.
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

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QUANTITY of freight carried—*Concluded.*

	Total Tonnage.	Proportion by canals.
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
1903	72,283,508	·0559
1904	68,510,495	·0459
1905	73,753,141	·0458

Average freight rates, grain, Chicago to Buffalo:—(as reported by the Secretary Merchants' Exchange, Buffalo).

Year.	Wheat.	Year.	Wheat.
1881	3·2	1894	1·2
1882	2·5	1895	1·9
1883	3·5	1896	1·7
1884	2·1	1897	1·5
1885	2·0	1898	1·5
1886	3·6	1899	2·5
1887	4·1	1900	1·8
1888	2·7	1901	1·6
1889	2·5	1902	1·5
1890	1·9	1903	1·4
1891	2·5	1904	1·5
1892	2·2	1905	1·7
1893	1·6		
		Average twenty-five years. . .	2·2

COMPARATIVE STATEMENT of the Commerce through the U. S. St. Mary's Falls Canals and Canadian Sault Ste. Marie Canal for the Seasons of 1904 and 1905.

	TRAFFIC FOR 1905.		TOTAL TRAFFIC FOR		INCREASE.	DECREASE.
	Canadian Canal.		Season of 1904.				Amount.	Amount.
	United States Canal.		Season of 1905.	Season of 1904.		
Vessels.....	16,019	5,682	21,681	16,115	5,566	
Lockages.....	9,761	4,031	13,792	10,315	3,477	
Tonnage, registered.....	31,121,233	5,537,637	36,658,870	21,390,747	12,268,023	
" " freight.....	38,802,190	5,473,406	44,275,596	3,548,621	12,726,975	
Passengers.....	28,401	26,147	54,548	37,880	16,668	
Coal (hard).....	941,763	42,491	984,254	992,354		8,100
" (soft).....	4,621,632	901,733	5,523,365	5,463,883	60,882	
Flour.....	4,032,805	1,717,411	5,750,216	1,691,230	1,071,016	
Wheat.....	42,573,661	25,981,339	68,555,000	50,041,845	18,513,155	
Grain (excluding wheat).....	33,299,687	6,075,429	39,375,116	31,223,017	8,002,060	
Manufactured and pig iron.....	181,410	89,016	270,426	236,794	33,632	
Salt.....	282,188	141,951	424,139	363,223	57,916	
Copper.....	34,794	11,006	45,800	109,711		3,911
Iron ore.....	28,468,076	2,919,237	31,387,313	19,640,638	11,687,275	
Lumber.....	433,548,000	21,220,800	454,768,800	913,111,980	41,636,820	
Silver ore.....			11	1,652		1,611
Building stone.....	10,899	12,829	23,728	29,186		5,458
Unclassified freight.....	481,723	330,618	812,341	786,316	28,555	

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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 "
1903.....	249 "
1904.....	223 "
1905.....	245 "

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 "
1903.....	256 "
1904.....	241 "
1905.....	255 "

The average number of vessels passing per day through the two canals for the season of 1905 was eighty-seven.

R. DEVLIN,
Compiler of Canal Statistics.

OTTAWA.

EXPORTS by Lake from Chicago to Canada during the Season of Navigation in 1905.

(From Report of Board of Trade of Chicago.)

Commodities.		Quantity.	Value.
Flour.....	Tons.	2,044	\$ 81,233
Wheat.....	Bushels.	4,800	4,080
Corn.....	"	3,784,024	2,143,686
Oats.....	"	2,390,953	746,946
Barley.....	"	128,913	52,308
Oil cake.....	Tons.	800	23,954
Beef.....	Barrels.	1,085	14,362
Pork.....	"	3,565	52,105
Lard.....	Tierces.	1	55
Oil.....	Barrels.	10	57
Unclassified.....	Tons.	181	23,244
Total value.....			\$ 3,142,030

GRAIN FREIGHTS BY LAKE—SEASON OF 1905.

The following were the current rates on Wheat and Corn from Chicago to Buffalo, Ogdensburg, Depot Harbour and Montreal; also to New York by Lake and Erie Canal for each week during the season of navigation.

1907.	TO BUFFALO.		TO OGDENSBURG.		TO DEPOT HARBOUR.		TO MONTREAL.		ERIE CANAL, BUFFALO TO NEW YORK.		*CHICAGO TO NEW YORK, LAKE AND CANAL.	
	Wheat, per bush.	Corn, per bush.	Wheat, per bush.	Corn, per bush.	Wheat, per bush.	Corn, per bush.	Wheat, per bush.	Corn, per bush.	Wheat, per bush.	Corn, per bush.	Wheat, per bush.	Corn, per bush.
April 15	44	31	44	31	44	31	44	31	44	31	51	44
" 16	44	31	44	31	44	31	44	31	44	31	51	44
" 22	44	31	44	31	44	31	44	31	44	31	51	44
May 6	44	31	44	31	44	31	44	31	44	31	51	44
" 13	44	31	44	31	44	31	44	31	44	31	51	44
" 20	44	31	44	31	44	31	44	31	44	31	51	44
" 27	44	31	44	31	44	31	44	31	44	31	51	44
June 3	44	31	44	31	44	31	44	31	44	31	51	44
" 10	44	31	44	31	44	31	44	31	44	31	51	44
" 17	44	31	44	31	44	31	44	31	44	31	51	44
" 24	44	31	44	31	44	31	44	31	44	31	51	44
July 1	44	31	44	31	44	31	44	31	44	31	51	44
" 8	44	31	44	31	44	31	44	31	44	31	51	44
" 15	44	31	44	31	44	31	44	31	44	31	51	44
" 22	44	31	44	31	44	31	44	31	44	31	51	44
" 29	44	31	44	31	44	31	44	31	44	31	51	44
Aug. 5	44	31	44	31	44	31	44	31	44	31	51	44
" 12	44	31	44	31	44	31	44	31	44	31	51	44
" 19	44	31	44	31	44	31	44	31	44	31	51	44
" 26	44	31	44	31	44	31	44	31	44	31	51	44
Sept. 2	44	31	44	31	44	31	44	31	44	31	51	44
" 9	44	31	44	31	44	31	44	31	44	31	51	44
" 16	44	31	44	31	44	31	44	31	44	31	51	44
" 23	44	31	44	31	44	31	44	31	44	31	51	44
" 30	44	31	44	31	44	31	44	31	44	31	51	44
Oct. 7	44	31	44	31	44	31	44	31	44	31	51	44
" 14	44	31	44	31	44	31	44	31	44	31	51	44
" 21	44	31	44	31	44	31	44	31	44	31	51	44
" 28	44	31	44	31	44	31	44	31	44	31	51	44
Nov. 4	44	31	44	31	44	31	44	31	44	31	51	44
" 11	44	31	44	31	44	31	44	31	44	31	51	44
" 18	44	31	44	31	44	31	44	31	44	31	51	44
" 25	44	31	44	31	44	31	44	31	44	31	51	44
Dec. 2	44	31	44	31	44	31	44	31	44	31	51	44
" 9	44	31	44	31	44	31	44	31	44	31	51	44

No wheat shipped during 1905.

* Exclusive of Buffalo charges.

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 rates on wheat each year in cents, per bushel :—

(Per Report of Secretary of Merchants' Exchange, Buffalo.)

	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
Grain, bushels.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1896 { Wheat.....	1.6	1.5	1.2	1.3	1.4	2.0	2.1
{ Corn.....	1.4	1.3	1.1	1.2	1.2	1.9	1.9
Highest rate, wheat, 1896, 2½c. ; lowest, 1¼c. ; average for the season, 1.7c.							
1897 { Wheat.....	1.3	1.2	1.3	1.5	2.0	1.8	1.5
{ Corn.....	1.2	1.1	1.2	1.4	1.8	1.7	1.4
Highest rate, wheat, 1897, 2½c. ; lowest, 1c. ; average for the season, 1.5c.							
1898 { Wheat.....	1.3	0.1	0.9	1.2	1.4	2.5	2.3
{ Corn.....	1.2	0.8	0.8	1.1	1.3	2.3	2.1
Highest rate, wheat, 1898, 3¼c. ; lowest, 1¼c. ; average for the season, 1.5c.							
1899 { Wheat.....	2.0	2.0	2.2	2.5	3.1	3.5	2.5
{ Corn.....	1.8	1.9	2.0	2.3	3.2	3.4	2.3
Highest rate, wheat, 1899, 3¾c. ; lowest, 1¼c. ; average for the season, 2.5c.							
1900 { Wheat.....	1.8	1.9	2.1	1.6	1.7	1.7	2.0
{ Corn.....	1.6	1.7	2.0	1.5	1.6	1.5	1.8
Highest rate, wheat, 1900, 3c. ; lowest, 1¼c. ; average for the season, 1.8c.							
1901 { Wheat.....	1.9	1.5	1.6	1.3	1.6	1.3	2.0
{ Corn.....	1.8	1.3	1.4	1.2	1.5	1.2	1.2
Highest rate, wheat, 1901, 2½c. ; lowest, 1¼c. ; average for 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, 2½c. ; lowest, 1¾c. ; average for the season, 1.5c.							
1903 { Wheat.....	1.4	1.3	1.3	1.2	1.2	1.4	1.8
{ Corn.....	1.3	1.2	1.2	1.0	1.0	1.3	1.6
Highest rate, wheat, 1903, 2¼c. ; lowest, 1¼c. ; average for the season, 1.4c.							
1904 { Wheat.....	2.5	1.7	1.0	1.2	1.2	1.3	1.6
{ Corn.....	2.5	1.3	0.8	1.0	1.1	1.2	1.5
Highest rate, wheat, 1904, 3c. ; lowest, 1c. ; average for the season, 1.5c.							
1905 { Wheat.....	1.1	1.3	1.3	1.4	1.4	2.2	2.8
{ Corn.....	1.0	1.2	1.1	1.2	1.3	2.0	2.7
Highest rate, wheat, 1905, 3c. ; lowest, 1¾c. ; average for the season, 1.7c.							

LAKE FREIGHT FROM DULUTH TO BUFFALO ON WHEAT (AS REPORTED BY THE SECRETARY OF THE MERCHANTS' EXCHANGE, BUFFALO, N.Y.)

The following statement shows the lake freight rates on wheat from Duluth to Buffalo, during the season 1905 :—

1905.	Wheat. Bushels.	1905.	Wheat. Bushels.
	cts.		cts.
April 8.....	2½	Sept. 13.....	2
" 27.....	2	" 28.....	2½
May 5.....	1¾	Oct. 2.....	2½
" 15.....	1¾	" 3.....	2½
" 20.....	1¾-2	" 4.....	3
June 2.....	1¾-1¾	" 11.....	3½
" 10.....	1¾-1¾	" 16.....	3½
July 30.....	1¾	" 18.....	3½
Aug. 1.....	1¾	" 24.....	3½
" 12.....	1¾	" 28.....	4
" 17.....	1¾-2	Nov. 14 to close.....	3½

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.; in 1902, 1 to $2\frac{1}{4}$ c.; in 1903, $1\frac{1}{8}$ to $2\frac{3}{4}$ c.; in 1904, 1 to 5c.; and in 1905, $1\frac{1}{4}$ to 4c. per bushel.

The first departure by lake, at Duluth in 1904, was May 14; in 1903 was April 9; 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 1903, 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 $4\frac{1}{2}$ 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 from 3c. to $3\frac{1}{2}$ c., according to time of year; 1898 to 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 1905 on the dates specified, as reported by the Secretary, Merchants' Exchange, Buffalo.

Date, 1905.	Wheat and Corn per Bushel.	Date, 1905.	Wheat and Corn per Bushel.
	Cts.		Cts.
Opening to April 1	1	April 1 to July 14	$1\frac{1}{4}$
July 14 to August 1.	$1\frac{1}{2}$ - $1\frac{1}{8}$	August 1 to close	$1\frac{1}{4}$ - $1\frac{1}{2}$

The range for 1886 was $1\frac{3}{4}$ to 3c.; for 1887, $2\frac{1}{4}$ to 3c.; for 1888, $1\frac{1}{2}$ to $2\frac{1}{2}$ c.; for 1889, $1\frac{3}{4}$ to 2c.; for 1890, $1\frac{1}{2}$ to 2c.; 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.; 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.; for 1902, $1\frac{1}{8}$ to 2c.; for 1903, $1\frac{1}{8}$ to $1\frac{1}{2}$ c.; for 1904, 1 to $1\frac{3}{4}$ c.; and for 1905, 1 to $1\frac{1}{2}$ c. 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, $4\frac{1}{2}$ 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.

SESSIONAL PAPER No. 20a

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 1905 (as reported by the Secretary, Merchants' Exchange, Buffalo).

Date, 1905.	Wheat, Bushels.	Corn, Bushels.	Date, 1905.	Wheat, Bushels.	Corn, Bushels.
	Cts.	Cts.		Cts.	Cts.
May 4.....	4	.....	Oct. 3.....	4	3 ³ / ₄
June 1.....	3 ³ / ₄	.....	" 10.....	4 ¹ / ₄	4
" 12.....	3 ³ / ₄	.....	" 14.....	4 ¹ / ₄	4 ¹ / ₄
Aug. 28.....	3 ³ / ₄	3 ³ / ₄	" 28.....	4 ³ / ₄	4 ³ / ₄
			Nov. 2 to close.....	5	4 ⁵ / ₈

Freight on oats varied from 2 to 3³/₄c. per bushel. Pine lumber, per 1,000 feet. was carried from Buffalo to Tonawanda to New York as follows: Opened at \$1.85; June, \$1.85; July, \$1.90; August, \$1.90; September, \$2; October, \$2; to close, \$2. Rates to Albany opened \$1.50; June, \$1.50; July, \$1.50; August, \$1.50 to \$1.75; September, \$1.75; October, \$1.75 to \$1.85; to close at \$2 to \$2.10.

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 on each:—

(Reported by Sec. Merchants' Exchange, Buffalo.)

Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
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 ¹ / ₄ c.; average for the season, 3 ⁷ / ₈ c.							
1897 { Wheat.....	2·6	2·2	2·3	2·5	3·3	3·1	3·5
{ Corn.....	2·2	1·8	2·0	2·2	2·8	2·6	3·0
Highest rate, wheat, 1897, 3·5c.; lowest, 2c.; average for the season, 2·8c.							
1898 { Wheat.....	3·0	2·9	2·8	2·7	2·6	3·0	3·0
{ Corn.....	2·5	2·3	2·4	2·1	2·2	2·6	2·6
Highest rate, wheat, 1898, 3·4c.; lowest, 2·5c.; average for the season, 2·8c.							
1899 { Wheat.....	2·5	2·7	2·4	2·5	2·5	3·6	4·2
{ Corn.....	2·3	2·3	2·1	2·1	2·2	3·0	3·5
Highest rate, wheat, 1899, 4·5c.; lowest, 2·5c.; average for the season, 2·8c.							
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 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 ³ / ₈ c.; lowest, 3 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 ¹ / ₂ c.; lowest, 3 ³ / ₈ c.; average for the season, 3·8c.							
1903 { Wheat.....	4·1	4·1	4·2	4·2	4·0	3·7	3·7
{ Corn.....	3·7	3·7	3·8	3·8	3·6	3·3	3·3
Highest rate, wheat, 1903, 4 ¹ / ₂ c.; lowest, 3 ³ / ₈ c.; average for the season, 4c.							
1904 { Wheat.....	3·5	3·2	2·7	2·6	2·8	3·5	3·7
{ Corn.....	3·0	2·7	2·4	2·1	2·4	3·0	3·1
Highest rate, wheat, 1904, 3 ³ / ₄ c.; lowest, 2 ¹ / ₂ c.; average for the season, 3·2c.							
1905 { Wheat.....	4·0	3·4	3·3	3·3	3·6	4·3	5·0
{ Corn.....	3·6	3·0	3·0	3·0	3·2	4·1	4·8
Highest rate, wheat, 1905, 5c.; lowest, 3 ³ / ₈ c.; average for the season, 3·9c.							

NOTE.—Canals free of tolls since 1882.

FREIGHT, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flax seed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years (as reported by Secretary, Merchants' Exchange, Buffalo):—

Year.	Grain received.		Average Canal Freight on Wheat.	Tolls on Wheat.	Elevating, including Storage.
	Bush.	Cts.	Cts.	Cts.	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	124,624,386	3·8	do	1	
1903	140,438,822	4·0	do	1	
1904	100,838,000	3·2	do	1	
1905	126,465,729	3·9	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 0332	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
1903	‡ 0485	0578	1054	‡ 0540	0637	1129
1904	‡ 0363	0482	1038	‡ 0473	0550	1112
1905	‡ 0476	0519	0940	‡ 0553	0640	0990

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.	1905.	1904.	1903.	1902.	1901.
		\$	\$	\$	\$	\$
Liverpool	Grain	1916	2019	2268	2085	2147
"	Sacked flour.....	2240	2100	2519	2350	2300
"	Provisions	3849	3656	4190	3625	3600
Glasgow	Grain	2000	2238	2443	2175	2410
"	Sacked flour.....	2250	2320	2538	2275	2438
"	Provisions	4323	4406	4688	4188	4516
London	Grain	2023	2150	2356	2175	2323
"	Sacked flour	2364	2225	2519	2400	2550
"	Provisions	4088	4406	4406	3906	4475
Antwerp	"	4370	4828	4969	4150	4625
Hamburg	"	4575	4600	4700	3900	4400
Amsterdam	"	4542	4200	4200	4000	4500
Rotterdam.....	"	4553	4200	4200	4000	4500
Copenhagen	"	4866	4688	4069	4200	4775
Stockholm	"	5147	4969	5250	4500	5325
Stettin	"	4818	4688	4969	4200	4775
Bordeaux.....	"	5145	5625	5625	5125	5425

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 1904 and 1905.

(Buffalo Merchants' Exchange.)

	1904.	1905.
Freight on hard Coal, Buffalo to Chicago, per ton.....	43	46
" " Milwaukeec "	44	45
" " Duluth "	32	39

SESSIONAL PAPER No. 20a

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 1905.

Year ending June 30.	Received for transit and transshipment from British North American Possessions			Shipped in transit to or transshipment for British North American Possessions.		
	By Land.	By Water.	Total.	By Land.	By Water.	Total.
	\$	\$	\$	\$	\$	\$
1871.....	6,035,585	1,918,475	7,954,060	15,624,591	2,781,884	18,406,475
1872.....	8,237,859	1,038,310	9,276,169	19,357,342	4,685,448	24,042,790
1873.....	11,700,787	1,693,906	13,394,693	20,178,666	6,605,518	26,784,184
1874.....	12,695,590	1,468,100	14,163,690	20,572,299	6,938,430	27,510,739
1875.....	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876.....	21,301,262	1,290,640	22,591,902	19,369,958	5,049,930	24,419,888
1877.....	10,835,642	1,636,053	12,471,695	17,066,855	1,910,298	18,977,153
1878.....	10,314,534	1,889,524	12,204,058	11,914,321	998,364	12,912,685
1879.....	10,098,998	1,982,097	12,081,095	12,030,635	858,952	12,889,587
1880.....	15,265,177	1,869,579	17,134,747	16,388,673	653,430	17,042,003
1881.....	15,200,967	1,801,070	17,002,046	22,828,270	527,994	23,356,264
1882.....	24,665,029	3,878,149	28,543,178	36,613,465	982,019	37,595,484
1883.....	26,382,370	3,420,450	29,802,820	38,389,318	923,250	39,312,568
1884.....	13,043,498	375,729	13,419,227	22,120,587	818,798	22,939,385
1885.....	12,755,686	767,927	13,523,613	19,105,476	594,982	19,700,458
1886.....	9,593,344	1,267,676	10,861,020	19,428,867	812,212	20,241,079
1887.....	9,377,041	2,127,680	11,504,721	20,178,365	2,009,590	22,187,955
1888.....	6,309,024	2,033,793	8,342,817	13,347,876	2,063,780	15,611,656
1889.....	8,303,171	3,032,952	11,336,123	19,299,966	2,849,263	22,149,229
1890.....	13,524,298	2,477,612	16,001,910	24,788,152	2,547,052	27,335,201
1891.....	18,065,925	1,714,545	19,780,470	25,185,706	2,697,317	27,883,023
1892.....	21,346,413	2,581,842	23,928,255	23,989,746	2,714,368	26,704,114
1893.....	13,807,662	4,077,911	17,885,573	20,151,432	2,568,679	22,720,111
1894.....	13,501,664	3,840,429	17,342,093	17,974,332	2,207,884	20,182,216
1895.....	14,068,922	5,552,940	19,621,862	18,752,226	2,970,068	21,722,294
1896.....	13,408,578	6,735,027	20,143,605	18,335,373	3,453,043	21,788,416
1897.....	17,665,422	6,928,401	24,593,823	18,430,841	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	7,090,090	37,608,666
1903.....	45,026,422	16,460,954	61,487,376	32,349,527	3,178,199	35,527,726
1904.....	38,565,646	10,378,169	48,943,815	32,388,050	1,792,925	34,180,975
1905.....	33,785,940	8,716,958	42,502,898	28,214,191	1,870,526	30,084,717

NOTE.—This movement forms no part of the import and export trade.

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TOTAL Values of Merchandise received from British North America for Immediate United States to British North America, and so shipped,

YEAR ENDING JUNE 30.	COUNTRIES FROM WHICH RECEIVED.				
	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.
	\$	\$	\$	\$	\$
1873.....	495,289	2,894,164	5,240		13,394,693
1874.....	449,655	13,616,344	97,691		14,163,690
1875.....	443,570	17,342,933	256,074		18,042,577
1876.....	261,443	22,134,275	195,047	1,137	22,591,902
1877.....	160,658	12,092,619	218,418		12,471,695
1878.....	163,978	11,627,114	412,966		12,204,058
1879.....	194,129	11,606,832	280,079	55	12,081,095
1880.....	215,131	16,782,315	137,271		17,134,717
1881.....	171,383	16,758,108	72,555		17,002,046
1882.....	164,990	28,265,083	113,018	87	28,543,178
1883.....	561,791	29,294,031	36,973	25	29,802,820
1884.....	656,233	12,574,953	188,041		13,419,227
1885.....	933,806	12,280,483	308,691	633	13,523,613
1886.....	1,165,973	9,303,864	359,104	32,079	10,861,020
1887.....	1,684,730	9,606,175	213,816		11,504,721
1888.....	1,525,048	6,417,701	372,934	27,134	8,542,817
1889.....	2,596,233	8,355,178	294,859	89,853	11,336,123
1890.....	3,070,657	12,449,772	306,897	174,584	16,001,910
1891.....	3,859,079	15,310,945	422,806	187,640	19,780,470
1892.....	4,393,062	19,005,704	201,373	328,116	23,928,255
1893.....	1,009,597	16,404,425	89,565	381,986	17,885,573
1894.....	1,070,676	15,649,881	348,069	273,467	17,342,093
1895.....	1,199,782	17,774,108	411,557	236,415	19,621,862
1896.....	1,118,185	18,038,931	582,469	404,020	20,143,605
1897.....	1,118,055	22,497,151	611,322	367,295	24,593,823
1898.....	1,440,950	35,596,039	1,744,289	555,706	39,336,984
1899.....	1,618,399	30,673,265	3,708,928	561,129	36,561,721
1900.....	2,002,264	37,657,936	3,914,668	553,031	44,127,899
1901.....	1,788,641	38,382,558	4,070,940	503,970	44,746,109
1902.....	2,206,590	54,332,135	4,531,932	639,241	61,709,898
1903.....	2,191,174	55,023,403	3,490,180	782,619	61,487,376
1904.....	1,843,249	42,259,796	4,125,305	715,465	48,943,815
1905.....	1,465,066	37,094,646	3,154,327	788,859	42,502,898

SESSIONAL PAPER No. 20a

Transit across United States Territory for Immediate Transhipment in Ports of the during each Year from 1873 to 1905, inclusive.

COUNTRIES TO WHICH SHIPPED.					YEAR ENDING JUNE 30.
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.	
\$	\$	\$	\$	\$	
5,282,290	21,320,174	181,720	.....	26,784,184	1873
7,150,036	19,843,169	317,534	.....	27,310,739	1874
8,999,596	20,283,639	517,060	.....	29,800,295	1875
9,102,600	14,658,358	658,836	94	24,419,888	1876
2,879,422	15,551,238	544,018	2,475	18,977,153	1877
951,268	11,436,470	524,013	934	12,912,685	1878
889,539	11,520,877	476,824	2,347	12,889,587	1879
1,643,716	14,866,663	531,436	288	17,042,103	1880
1,778,836	20,857,827	719,268	333	23,356,264	1881
2,732,665	34,005,845	855,784	1,190	37,595,484	1882
2,455,557	35,878,389	971,307	7,335	39,312,568	1883
1,740,900	19,717,466	1,475,833	5,186	22,939,385	1884
1,635,442	16,448,942	1,615,293	781	19,700,458	1885
2,040,298	16,369,429	1,825,178	6,174	20,241,079	1886
1,621,748	19,930,296	635,841	70	22,187,955	1887
1,781,028	13,459,169	370,322	1,137	13,611,656	1888
2,484,787	18,993,957	665,527	2,704	22,146,975	1889
5,277,210	21,140,198	913,106	4,690	27,335,204	1890
5,605,614	21,695,992	547,144	34,273	27,883,023	1891
2,079,783	24,189,181	428,188	6,962	26,704,114	1892
2,052,357	20,232,400	409,055	26,289	22,720,111	1893
1,831,417	17,880,688	463,471	6,640	20,182,216	1894
1,834,745	19,320,714	558,991	7,844	21,722,294	1895
1,572,783	19,441,279	772,586	1,768	21,788,416	1896
1,682,538	17,660,211	1,312,797	8,130	20,663,676	1897
1,536,413	22,400,622	2,294,356	19,247	26,250,638	1898
1,215,518	19,605,819	4,685,559	27,147	25,535,043	1899
1,245,771	27,452,333	2,730,612	49,555	31,478,271	1900
1,161,875	24,634,780	4,687,000	71,924	30,555,579	1901
5,086,469	27,049,441	5,441,234	31,522	37,608,666	1902
1,268,469	32,290,433	1,949,975	18,849	35,527,726	1903
1,178,806	31,097,453	1,865,573	39,143	34,180,955	1904
1,052,641	27,248,680	1,735,442	47,954	30,084,717	1905

6-7 EDWARD VII., A. 1907

TOTAL Values of Merchandise received from the Principal and other Foreign Countries
in Ports of the United States to other Foreign Countries,

YEAR ENDING JUNE 30.	COUNTRIES FROM WHICH RECEIVED.					
	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.
	\$	\$	\$	\$	\$	\$
1868	10,664,576	132,074	4,864,209	14,967	4,263,621	1,576,157
1869	10,891,698	150,382	5,852,678	60,715	2,373,474	1,767,037
1870	10,210,455	302,806	7,215,973	103,977	3,309,227	2,049,422
1871	13,473,915	322,110	7,954,060	344,179	1,367,573	1,913,200
1872	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162
1873	19,144,815	250,704	13,394,693	286,607	5,737,904	1,284,462
1874	18,832,900	211,907	14,163,690	151,920	4,563,869	926,390
1875	18,657,276	325,648	18,042,577	115,527	1,759,308	1,785,947
1876	14,304,197	290,489	22,591,902	226,315	2,962,963	1,686,789
1877	13,732,085	337,897	12,471,695	158,852	1,095,451	1,460,793
1878	10,084,510	378,768	12,204,058	146,822	3,041,957	1,481,633
1879	8,795,340	521,917	12,081,095	222,320	1,954,042	1,521,153
1880	10,311,139	620,704	17,134,747	239,655	3,606,099	1,942,405
1881	14,898,052	721,344	17,002,046	217,444	2,642,550	2,222,122
1882	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058
1883	20,242,222	1,149,195	29,802,820	281,309	3,126,069	4,276,712
1884	14,038,694	948,901	13,419,227	408,124	3,655,568	4,345,878
1885	11,064,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544
1886	13,142,644	1,462,414	10,861,020	216,078	6,797,879	4,558,229
1887	17,977,200	1,670,952	11,504,721	111,635	6,780,853	4,720,760
1888	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298
1889	19,080,647	2,582,456	11,336,123	296,654	9,054,736	5,052,610
1890	20,664,427	2,735,546	16,002,384	639,050	9,739,256	5,898,763
1891	20,879,851	2,819,238	19,780,470	565,338	6,977,901	6,475,119
1892	21,334,783	2,930,571	23,928,255	1,383,455	11,054,445	8,936,238
1893	20,387,339	3,466,885	17,885,573	1,652,200	10,131,171	14,426,669
1894	19,641,622	3,717,749	17,342,093	1,858,367	9,916,742	19,031,011
1895	18,531,083	4,122,899	19,621,862	2,515,091	10,420,277	10,465,981
1896	19,420,751	3,460,489	20,143,605	1,797,161	11,668,243	13,272,521
1897	17,513,324	3,183,390	24,593,823	1,903,924	9,589,820	13,275,822
1898	18,931,226	3,775,038	39,336,984	2,625,521	4,763,587	11,587,069
1899	16,594,043	4,069,828	30,561,721	3,519,942	8,372,550	10,910,462
1900	23,152,099	3,915,766	44,127,899	4,245,605	9,316,066	13,793,987
1901	21,771,394	4,681,613	44,746,109	4,659,259	15,680,902	14,821,842
1902	22,782,353	4,826,666	61,709,898	5,303,403	10,598,013	13,305,527
1903	22,583,099	5,564,526	61,487,376	6,681,984	10,190,906	15,478,227
1904	23,491,354	4,622,814	48,943,815	7,001,399	12,765,500	17,197,068
1905	20,581,822	5,218,572	42,502,898	5,545,093	11,391,223	18,525,147

SESSIONAL PAPER No. 20a

for Immediate Transit across United States Territory or for Immediate Transshipment and so shipped, for each Year from 1868 to 1905, inclusive.

COUNTRIES TO WHICH SHIPPED.						Total Value of Merchandise received and shipped.	YEAR ENDING JUNE 30.
Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.		
\$	\$	\$	\$	\$	\$	\$	\$
2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,516,604	1868
2,693,525	1,547,602	15,033,821	448,300	72,875	1,299,861	21,095,984	1869
2,946,053	2,116,249	16,689,037	321,331	135,915	983,275	23,191,860	1870
4,031,319	1,033,307	18,406,475	346,872	345,224	1,211,840	25,375,037	1871
2,743,494	2,263,819	24,042,790	358,151	179,570	1,797,496	31,385,320	1872
5,144,175	5,622,325	26,784,184	235,113	319,771	1,993,617	40,099,185	1873
5,391,201	3,866,642	27,310,739	665,214	520,493	1,096,387	38,850,676	1874
7,229,312	1,495,285	29,860,295	1,155,004	248,358	757,429	40,686,283	1875
11,791,200	2,958,558	24,419,888	1,129,440	600,061	1,163,508	42,062,655	1876
7,758,501	1,108,298	18,977,153	329,577	306,311	776,933	29,256,773	1877
9,577,050	2,905,230	12,912,685	316,664	319,611	1,305,908	27,337,148	1878
8,175,951	2,252,572	12,889,587	330,968	174,757	1,272,032	25,095,867	1879
10,856,579	3,658,477	17,042,103	300,148	224,848	1,775,594	33,857,749	1880
9,122,079	2,729,246	23,356,264	671,008	177,340	1,648,121	37,704,048	1881
11,592,806	5,336,361	37,595,484	800,025	319,257	2,421,526	58,065,459	1882
11,089,865	2,758,994	39,312,568	2,282,473	352,552	3,081,875	58,878,327	1883
5,288,389	2,960,488	22,939,385	2,748,434	221,061	2,656,635	36,814,392	1884
7,235,519	3,771,524	19,700,458	1,262,515	119,376	2,346,146	34,435,538	1885
8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264	1886
10,052,219	4,353,992	22,187,955	2,002,476	608,121	3,561,358	42,766,121	1887
6,853,195	2,551,043	15,611,656	3,766,180	563,539	3,997,596	33,343,209	1888
9,233,659	4,581,064	22,146,975	4,781,110	892,158	5,768,287	47,403,253	1889
10,656,465	5,097,434	27,335,678	4,944,149	1,215,399	6,450,301	55,699,426	1890
11,968,808	3,640,940	27,883,023	5,052,318	966,851	7,985,977	57,497,917	1891
20,141,862	6,995,419	26,704,114	4,953,911	1,472,980	9,299,451	69,567,737	1892
18,511,287	7,986,637	22,720,111	4,607,549	2,034,761	12,089,492	67,949,837	1893
18,394,865	11,154,933	20,182,216	4,543,455	2,586,919	16,645,187	71,507,575	1894
20,562,325	6,684,735	21,722,294	4,512,293	1,951,985	10,243,561	65,677,193	1895
20,022,263	7,942,844	21,788,416	5,210,607	1,890,705	12,907,932	69,762,770	1896
24,809,259	5,333,860	20,663,676	5,320,563	2,058,454	11,874,291	70,060,103	1897
33,276,696	3,807,811	26,250,638	5,543,843	1,728,780	10,411,607	81,019,375	1898
29,695,650	5,711,338	25,535,043	5,669,214	2,760,086	10,657,165	80,028,446	1899
37,383,450	6,488,502	31,478,271	6,965,660	3,484,521	12,751,058	98,551,462	1900
37,506,242	14,204,010	30,555,579	8,110,116	3,577,929	12,407,243	106,361,119	1901
50,307,083	6,701,903	37,608,666	8,083,313	3,128,575	14,696,320	118,525,860	1902
51,137,598	6,851,163	35,527,726	9,577,354	3,080,344	15,811,933	121,986,118	1903
39,310,136	8,623,603	34,180,975	10,878,351	3,882,760	17,144,125	114,019,950	1904
33,504,288	7,226,276	30,084,717	10,621,300	4,292,983	17,935,196	103,664,760	1905

FOREIGN CARRYING TRADE.

VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1905 inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879 inclusive), as method of transportation of specie and merchandise cannot be separately stated.

Year ending June 30.	IMPORTS.				EXPORTS.				IMPORTS AND EXPORTS.				Percentage carried in American vessels.	
	In American vessels.		In Foreign vessels.		In American vessels.		In Foreign vessels.		In American vessels.		In Foreign vessels.			Total.
	In cars and other land vehicles.	%	In cars and other land vehicles.	%	In cars and other land vehicles.	%	In cars and other land vehicles.	%	In cars and other land vehicles.	%	In cars and other land vehicles.	%		
1857	259,116,170	101,773,971	113,497,629	11,745,825	251,214,837	111,745,825	510,331,027	213,519,796	723,850,823	70.5				
1858	263,700,016	78,913,134	109,744,080	81,153,133	243,491,288	81,153,133	447,191,304	160,066,267	607,257,571	73.7				
1859	216,123,428	122,644,702	81,212,077	107,150,909	249,617,953	121,037,509	465,741,381	255,816,211	695,557,592	66.9				
1860	228,164,855	134,001,399	174,170,336	134,001,399	279,082,902	121,037,394	507,247,737	255,040,793	762,288,530	66.5				
1861	201,544,055	134,106,068	113,497,629	69,372,180	179,972,733	69,372,180	381,516,788	203,478,278	584,995,066	65.2				
1862	92,274,100	113,497,629	143,175,340	104,571,067	125,421,318	104,571,067	217,695,418	218,019,296	435,710,714	50.0				
1863	109,744,080	143,175,340	248,350,818	199,880,691	132,127,891	199,880,691	241,872,471	343,056,031	584,928,502	41.4				
1864	81,212,077	248,350,818	174,170,336	237,442,730	102,849,409	237,442,730	184,061,486	485,743,548	669,855,634	27.5				
1865	74,385,116	174,170,336	393,471,763	262,839,588	93,017,736	262,839,588	167,402,872	437,010,124	604,412,996	27.7				
1866	112,040,395	393,471,763	300,622,085	280,708,368	213,671,466	351,754,928	325,711,861	685,226,691	1,010,938,552	32.2				
1867	117,209,536	300,622,085	248,639,583	300,622,085	180,625,348	280,708,368	297,834,904	581,165,307	879,165,307	33.9				
1868	122,965,225	248,639,583	309,512,251	309,512,251	173,106,318	301,886,461	297,981,573	560,946,074	848,527,647	33.1				
1869	136,802,624	309,512,251	309,512,251	309,512,251	153,154,748	285,973,781	284,956,772	586,492,012	876,448,784	33.6				
1870	153,237,077	309,512,251	309,512,251	309,512,251	199,732,324	329,786,978	352,969,401	638,927,488	991,896,889	33.1				
1871	163,285,710	363,920,644	445,416,783	363,920,644	190,378,462	392,801,932	29,985,510	755,822,576	1,132,472,258	38.5				
1872	177,826,302	445,416,783	471,806,763	445,416,783	168,044,799	393,989,579	345,841,101	889,346,362	1,212,328,233	28.2				
1873	174,739,834	471,806,763	471,806,763	471,806,763	171,566,738	494,915,886	27,869,978	966,723,651	1,340,899,221	25.8				
1874	176,027,778	465,320,135	465,320,135	465,320,135	174,424,214	533,883,971	27,650,770	939,206,106	1,312,680,640	26.7				
1875	13,083,859	382,949,568	382,949,568	382,949,568	156,385,046	501,838,949	350,431,994	884,788,517	1,119,434,544	26.5				
1876	12,148,067	438,389,704	321,139,500	6,324,487	167,686,467	492,215,487	18,473,154	311,076,171	1,142,904,312	27.2				
1877	10,697,042	438,389,704	321,139,500	6,324,487	164,826,214	530,354,703	17,464,810	859,920,536	1,194,015,627	26.5				
1878	12,965,999	464,499,282	307,407,565	7,511,365	165,551,624	569,583,564	20,477,364	876,991,120	1,210,519,399	25.9				
1879	11,983,823	310,499,599	310,499,599	7,439,862	128,425,339	600,769,633	19,423,685	911,269,232	1,202,708,609	22.6				
1880	15,142,465	503,494,913	503,494,913	5,838,928	109,229,209	720,770,521	20,981,393	258,346,577	1,563,583,404	17.18				
1881	17,193,213	491,840,269	491,840,269	8,259,308	116,655,324	777,162,714	25,452,521	290,586,470	1,545,041,974	16.22				
1882	22,864,946	571,517,892	571,517,892	12,118,371	96,962,919	641,460,967	34,973,317	227,229,745	1,475,181,871	15.40				
1883	23,063,048	564,175,576	564,175,576	25,089,844	104,412,828	635,287,467	48,092,892	240,430,500	1,547,620,316	15.54				
1884	20,140,294	512,511,192	512,511,192	26,573,777	98,052,838	615,267,007	46,714,068	323,639,635	1,408,211,382	16.60				
1885	21,149,476	443,513,801	443,513,801	24,183,299	82,001,691	636,004,765	49,352,775	194,865,743	1,319,717,084	14.76				
1886	24,555,683	417,937,636	417,937,636	19,144,067	78,406,680	581,973,477	43,700,350	197,349,503	1,314,960,965	15.01				
1887	27,562,059	543,392,216	543,392,216	21,389,666	72,991,253	621,802,292	48,951,725	194,356,746	1,408,502,979	13.80				

SESSIONAL PAPER No. 20a

1888..	32,209,459	123,525,298	568,222,357	22,147,365	67,332,175	606,474,964	54,356,827	190,857,473	1,174,697,321	1,419,911,621
1889..	33,227,861	120,782,910	586,120,881	23,436,517	83,022,198	630,942,660	66,664,378	803,805,108	1,217,063,541	1,487,533,027
1890..	40,921,361	124,948,948	623,740,100	32,949,302	77,502,138	747,376,644	73,576,263	302,451,086	1,371,116,744	1,647,139,093
1891..	40,932,755	127,471,678	676,511,763	31,923,439	78,968,047	773,589,324	72,856,194	296,439,725	1,430,101,087	1,729,397,006
1892..	39,726,595	139,139,891	648,535,976	33,220,629	81,033,844	916,023,675	72,947,224	220,173,735	1,564,539,691	1,857,680,610
1893..	44,121,094	127,045,434	695,184,394	43,862,947	70,670,073	733,132,174	87,984,041	197,765,507	1,428,316,568	1,714,066,116
1894..	29,623,095	121,563,193	563,810,334	49,221,427	73,707,023	719,212,122	78,844,522	135,268,216	1,273,022,456	1,547,135,194
1895..	33,204,388	108,220,615	590,538,362	49,902,754	62,277,581	695,357,830	83,104,742	170,507,196	1,285,896,192	1,589,508,130
1896..	33,535,979	117,289,074	626,890,921	61,131,125	70,392,813	751,083,000	96,663,204	187,691,887	1,377,973,521	1,662,331,612
1897..	35,812,620	109,133,454	619,784,338	79,441,823	905,969,428	100,894,925	100,894,925	189,075,277	1,525,753,766	1,815,723,968
1898..	30,427,784	93,535,807	492,086,003	73,283,704	67,792,150	1,090,406,476	103,711,488	161,328,017	1,582,492,479	1,847,531,984
1899..	33,424,821	82,050,118	581,673,550	83,870,307	78,562,088	1,064,590,397	117,265,728	160,612,206	1,646,263,857	1,924,171,791
1900..	44,412,509	104,304,940	701,223,735	110,483,141	96,779,252	1,193,220,689	154,895,650	195,084,192	1,894,444,424	2,244,424,296
1901..	47,100,814	93,055,493	683,015,858	111,900,431	84,343,122	1,291,520,938	159,001,745	177,398,615	1,974,536,796	2,310,437,156
1902..	53,366,711	102,188,002	744,766,235	123,824,337	93,631,985	1,174,263,079	180,191,048	185,819,387	1,919,029,314	2,283,040,349
1903..	66,208,195	123,666,832	835,841,210	138,851,301	91,028,200	1,130,262,478	205,059,496	214,695,432	2,026,106,388	2,445,860,916
1904..	66,239,120	132,253,065	790,585,186	152,736,889	97,482,054	1,210,608,328	230,976,009	229,755,119	2,001,203,514	2,451,914,642
1905..	78,725,270	160,649,571	878,138,230	154,234,890	126,891,607	1,210,618,144	232,960,160	287,541,178	2,088,756,374	2,609,257,712

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.

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	70,028	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
1903.....	1,075	143,832	191,351	71,837	62,326	12,027	30,153
1904.....	1,297	101,260	68,381	88,626	82,824	2,631	16,584
1905.....	230	110,085	26,223	96,847	94,437	3,717	14,661

* Apples, meal of all kinds, potatoes.

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on all Canals in the State of New York, during a series of thirty-seven years.

Total.	HEAVY GOODS.					Total.
	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	93,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	210,610	1,400,670
1,063,310	12,215	38,726	161,272	1,023,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,522,358
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	7 9	30,110	100,080	774 538	90,656	996,093
489,053	15	24,077	111,430	567,911	115,983	819,416
512,601	181	21,577	111,955	733,369	101,752	968,834
361,333	40	25,321	109,711	707,340	80,191	922,603
346,200	1,030	26,409	108,801	646,440	62,574	845,254

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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	67,756	7,119	28,485	2,961	14,024
1902.....	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903.....	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904.....	35,049	165,138	116,444	27,171	16,582	.....	13,184
1905.....	38,512	254,458	180,921	55,432	36,072	1,711	9,833

* Fiscal. † Apples, meal all kinds, pease, potatoes.

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through the Welland Canal, during a period of thirty-five years, ended Dec. 31, 1905.

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
537,252	488	5,407	2,554	45,846	147,884	13,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179,803
576,989	2,651	10,912	226	4,221	172,642	22,381	213,033

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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-seven years.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles *	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436		
1870.	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2' 05	
1871.	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67' 59	
1872.		330,032	866,169	41,515	73,572	5,900	88	1,317,276	67' 50	
1873.	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82' 10	
1874.		650,161	459,728	3,192	44,079	112	237	1,157,509	47' 18	
1875.	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29' 38	
1876.	231	377,317	356,064	6,334	24,488	12,205	4,691	783,331		0' 39
1877.	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55' 52	
1878.	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109' 08	
1879.	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99' 07	
1880.	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	162' 06	
1881.	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11' 75	
1882.	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9' 96	
1883.	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51' 06	
1884.	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37' 18	
1885.	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14' 36	
1886.	488	955,851	351,272	6,799	5,180		4,001	1,353,591	72' 11	
1887.	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85' 64	
1888.	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33' 87	
1889.	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46' 88	
1890.	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21' 23	
1891.	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	27' 18	
1892.	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10' 69	
1893.	424	1,086,834	240,767	38,986	21,981	6,156	243	1,395,391	77' 43	
1894.	327	887,908	265,947	69,707	99,898	5,191	2,123	1,331,101	69' 26	
1895.	98	271,957	83,611	71,185	85,507	205	15	508,596		35' 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.	62	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
1903.		140,508	183,856	47,857	61,060	12,027	510	445,818		43' 31
1904.		47,318	57,277	31,507	78,430	1,413		215,945		72' 54
1905.		107,281	24,917	78,780	91,418	3,572	1,653	307,621		60' 88

* 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	15,056	82,743	.....	12,598	5,996	135,410	.....	49·43
1881.....	758	25,352	8,064	62,793	206	14,444	4,027	115,638	.....	56·82
1882.....	813	20,274	4,401	70,862	416	22,265	7,773	126,804	.....	52·65
1883.....	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73·00
1884.....	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885.....	519	6,484	22	45,264	.....	4,613	2,945	59,847	.....	77·62
1886.....	737	9,579	154	42,261	.....	1,671	4,814	59,216	..	77·88
1887.....	790	675	2	44,580	..	716	1,370	48,133	.....	82·02
1888.....	384	2,206	168	6,237	.....	.....	2,196	11,191	.....	95·82
1889.....	473	8,002	8,950	40,096	16	1,405	1,003	59,945	.....	77·61
1890.....	545	10,378	10,408	26,639	8	4,635	2,356	54,969	.....	79·47
1891.....	292	4,298	1,652	27,418	.....	2,130	3,620	39,410	.....	85·28
1892.....	273	4,806	5,657	5,283	..	199	2,340	18,558	.....	93·07
1893.....	119	2,036	3,968	8,476	.....	237	2,784	17,620	.....	93·43
1894.....	8	10,293	10,514	17,160	.....	.....	2,609	40,584	.....	84·84
1895.....	66	3,073	7,352	1,900	1,816	.....	258	14,465	.....	94·23
1896.....	.....	1,825	7,778	7,552	.....	.....	2,468	19,623	..	93·01
1897.....	.....	6,588	5,550	7,349	498	219	245	20,449	.....	92·37
1898.....	160	2,111	5,886	1,450	16	.....	784	10,407	.....	96·12
1899.....	216	3,106	4,478	2,400	.....	.....	2,346	12,546	.....	94·61
1900.....	214	485	1,404	2,400	.....	.....	463	4,906	.....	98·54
1901.....	245	526	.....	5,375	.....	.....	120	6,266	.....	97·67
1902.....	159	.....	.....	3,678	3	.....	632	4,472	.....	98·34
1903.....	.....	.....	.....	8,239	.....	.....	570	8,809	.....	96·71
1904.....	8,477	474	8,951	96·66
1905.....	438	3,821	436	4,695	98·25

* Apples, meal all kinds, pease, 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-five years, ended December 31, 1925.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	833,923
1894	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
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
1903	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904	35,046	164,515	116,444	27,171	16,582	.....	13,157	372,915
1905	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129

* 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-five years, ended December 31, 1905.

YEARS.	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	7,400	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962		
1870	10,482	124,695	89,761	1,391	7,400	3	608	234,337	24,040	13,239	49,843	96,741	39,401	224,264		
1871	10,805	127,727	101,320	1,920	1,188	3	392	243,366	1,659	13,826	40,567	170,242	62,942	292,176		
1872	8,230	229,053	125,627	2,641	5,948	500	5,368	374,242	5,742	8,941	22,888	203,677	19,651	260,895		
1873	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,133	192,767	34,616	34,616	244,451		
1874	5,187	96,247	58,130	1,905	525	525	403	162,405	8,976	5,531	29,395	167,110	25,808	227,844		
1875	8,342	107,396	65,260	1,693	2,314	258	413	180,586	8,976	6,688	8,336	172,868	41,107	239,975		
1876	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	130,583	13,535	178,723
1877	159	53,791	33,401	464	.....	.....	11	87,826	2,405	3,648	6,318	118,575	17,797	148,741
1878	.....	30,611	16,122	296	.....	.....	.....	48,580	4,743	3,515	65,943	83,858	18,380	92,454
1879	.....	34,320	30,031	524	.....	.....	10	65,285	1,313	5,570	.....	158,562	14,533	177,161
1880	107	30,227	32,433	537	.....	684	14	64,002	1,209	6,901	8	196,462	24,891	229,471	
1881	2,041	54,382	66,128	735	.....	.....	8,579	132,496	698	5,599	.....	210,790	15,100	227,187
1882	1,715	40,356	53,707	.....	9,874	.....	8,170	114,422	.....	1,594	.....	198,416	15,029	215,039
1883	.....	53,255	63,220	732	.....	.....	1	118,203	.....	5,328	.....	189,964	11,364	206,813
1884	.....	53,258	94,048	4,790	.....	.....	13,201	172,888	156	4,406	.....	82,780	627	87,828
1885	7,591	37,678	83,431	1,732	12,050	.....	10,859	157,530	63	1,601	56	173,259	2,369	177,288	
1886	11,780	39,999	102,974	2	26,510	179	17,225	236,208	.....	1,587	896	227,476	1,204	231,163	
1887	5,017	39,229	147,045	.....	27,492	.....	20,497	273,619	.....	504	208	162,231	1,620	164,563
1888	9,294	31,527	180,842	6,519	27,030	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1889	6,802	32,097	127,494	8,113	52,823	.....	31,992	244,550	.....	576	2	183,895	.....	184,473
1890	11,018	26,950	131,222	6,433	36,935	.....	34,352	311,389	.....	344	.....	206,897	.....	207,171
1891	6,588	28,187	198,777	16,751	23,870	804	60,462	198,358	.....	297	.....	188,321	.....	188,818
1892	17,795	53,846	105,329	28,095	27,621	.....	46,316	269,802	181	246	.....	149,490	.....	149,917
1893	10,169	27,881	100,512	7,904	17,029	.....	46,316	269,802	.....	146	.....	207,348	.....	207,494
1894	16,224	34,878	173,094	11,128	16,137	490	46,456	300,407	.....	146	.....	165,143	.....	166,123
1895	7,237	28,919	169,037	14,173	14,969	.....	41,887	276,242	965	15	.....	156,814	.....	157,427
1896	4,212	11,298	150,667	6,909	12,732	1,197	22,671	269,656	770	339	4	88,931	.....	89,481	
1897	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	46,024	.....	46,977	
1898	7,966	18,771	60,545	2,492	39,706	2,149	14,248	145,787	.....	353	.....	46,970	.....	47,470
1899	17,165	23,557	55,555	7,119	26,344	.....	14,016	143,732	83	80	105	12,911	.....	13,125
1900	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	113,072	.....	113,535
1901	6,482	108,917	11,433	6,112	6,112	4,174	13,368	165,722	459	.....	.....	63,882	.....	63,882
1902	8,556	14,269	60,964	16,621	16,497	.....	13,079	129,986	.....	.....	.....	73,464	.....	73,464
1903	24,034	15,483	93,622	9,197	10,892	.....	9,682	162,930	.....	1	.....	.....	.....	95,846

* Apples, meal all kinds, pease, potatoes.

6-7 EDWARD VII., A. 1907

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-five years, ended December 31, 1905.

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	133,410	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.	653,927	720,183	7,060,542	607,557	10,407	209,656
1899.	577,486	459,688	6,211,827	527,868	12,546	141,892
1900.	472,857	375,720	6,053,095	438,434	4,906	145,787
1901.	557,099	290,969	6,334,001	473,729	6,266	143,732
1902.	489,053	350,792	6,532,263	436,943	4,472	142,634
1903.	512,601	537,252	5,548,603	445,518	8,869	165,725
1904.	361,333	373,568	4,632,082	215,945	8,951	129,986
1905.	346,200	561,080	4,475,888	307,621	4,695	162,930

* Fiscal.

SESSIONAL PAPER No. 20a

1.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne, during the Season of Navigation in 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904 and 1905.

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	199	104,649	112	57,668	287	279,621	144	63,770	742	505,708
1894.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	98,586		54,444		79,715		37,095		268,840	
Corn.....	10,368		5,614		122,211		31,040		169,233	
Barley.....	258				28,095				28,553	
Oats.....	175		107		27,621				27,903	
Peas.....										
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		1,573,981						2,354,309	
Staves..... No.										
Firewood..... Cords										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	209	108,776	151	73,895	205	223,743	101	41,327	666	447,741
1895.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	72,895		68,935		29,345		33,723		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	
Peas.....										
Rye.....										
Coal.....	2		3,984				4,426		8,412	
Miscellaneous merchandise ..	37,356		2,361		67,705		1,324		108,746	
Shingles, woodenware, &c....	20				863		1,079		1,962	
Sawed lumber..... Ft. B.M.	1,057,146		248,071		9,385,890		14,929,734		25,620,841	
Square timber..... Cub. ft.	1,027,913		2,049,368				35,000		3,112,281	
Staves..... No.										
Firewood..... Cords										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	224	122,521	181	82,543	343	337,983	163	96,506	911	639,553
1896.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	113,331		90,979		78,741		34,476		317,527	
Corn.....	9,360		3,855		218,315		88,914		320,440	
Barley.....	240				11,128				11,368	
Oats.....	441		1,270		24,847		1,620		28,178	
Peas.....	1,403		1,354				273		3,030	
Rye.....	5,035		644		2,837		454		8,970	
Coal.....	7		11,196		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	

SESSIONAL PAPER No. 20a

1.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				AMERICAN 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			
Peas.....	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	4,984,483	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	55,717	.....	67,756				
Barley.....	.....	.....	7,119	.....	7,119		
Oats.....	944	.....	27,197	.....	28,141			
Peas.....	.....	.....	.....	.....	.....
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. F.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				
Peas.....	.....	.....	.....	.....	.....
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		

6-7 EDWARD VII., A. 1907

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	239	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat.....	149,378	38,473	60,514	6,305	254,670					
Corn.....	21,356	4,682	174,588	10,132	210,758					
Barley.....	2,580	667	11,409	14,656						
Oats.....	306	1,335	6,112	7,753						
Peas.....	63	22	85							
Rye.....	389	12,991	4,904	4,904						
Coal.....	39,563	3,367	8,133	8,496	30,009					
Merchandise.....	54	41,584	2,000	86,514						
Shingles, woodenware, &c.....	12,841,552	1,625,855	17,871,652	14,733,677	47,072,736					
Sawed lumber.....Ft. B.M.	572,000	660,000	84,200	1,316,200						
Square timber.....Cub. ft.	210	9	219							
Firewood.....Cords	641,000	641,000	641,000							
Staves.....No.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		
	228	157,539	55	39,375	205	187,748	42	15,918	530	400,580
1904.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat.....	116,794	33,302	14,269	164,365						
Corn.....	12,768	7,814	95,362	116,444						
Barley.....	2,619	824	23,728	27,171						
Oats.....	16,261	16,261								
Peas.....	3	3								
Rye.....	1,925	7,187	17,133	7,668	33,913					
Coal.....	34,907	1,925	36,832							
Iron ore.....	29,567	60,541	90,115							
Merchandise.....	15,077,382	954,811	32,754,541	9,572,655	58,259,389					
Shingles, woodenware, &c.....	944,508	744,000	149,000	1,837,508						
Sawed lumber.....Ft. B.M.	717	717								
Square timber.....Cub. ft.	634,000	634,000								
Firewood.....Cords	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		
Staves.....No.	252	182,373	51	48,692	319	286,656	64	29,120	726	546,841
1905.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat.....	188,706	18,575	28,757	2,512	238,550					
Corn.....	6,385	6,636	163,374	4,526	180,921					
Barley.....	6,870	1,451	47,111	55,432						
Oats.....	8,225	2,570	21,535	3,742	36,072					
Peas.....	76	76								
Rye.....	1,711	1,711								
Coal.....	18,756	35,324	28,330	8,678	91,088					
Iron ore.....	14,358	8,023	22,381							
Merchandise.....	29,375	7,485	74,975	3,126	114,961					
Shingles, woodenware, &c.....	2,748,941	2,325	2,325							
Sawed lumber.....Ft. B.M.	2,867,147	38,290,831	12,479,698	54,589,200						
Square timber.....Cub. ft.	355,000	951,524	538,000							
Firewood.....Cords	183,000	900	900							

SESSIONAL PAPER No. 20a

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 1905, is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels.....	68,083	
" sail ".....	17,168	
Total quantity in Canadian vessels.....		85,251
In United States steam vessels.....	136,598	
" sail ".....	6,112	
Total in United States vessels.....		142,710
Grand total freight passed UP the Welland Canal in Canadian and United States vessels.....		227,961

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STATEMENT of the Quantity of Through Freight passed Up and Down the Welland Canal during the Season of Navigation in 1905.

Summary.	Tons.	Tons.
In Canadian steam vessels up.	68,083	
" " down.	284,556	
Total in Canadian steam vessels.		352,639
In Canadian sail vessels up.	17,168	
" " down.	85,310	
Total in Canadian sail vessels		102,478
Total quantity in Canadian vessels.		455,117
In United States steam vessels up.	136,598	
" " down.	434,747	
Total in United States steam vessels.		571,345
In United States sail vessels up	6,112	
" " down.	43,394	
Total in United States sail vessels.		49,506
Total quantity in United States vessels.		620,851
Total in Canadian and United States vessels.		1,075,968
	Down or East Bound.	Up or West Bound
In Canadian vessels.	369,866	85,251
In United States vessels.	478,141	142,710
Total.	848,007	227,961

SESSIONAL PAPER No. 20a

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 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904 and 1905.

Articles.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Cement and water lime												35	
Clay, lime and sand												8,170	22
Iron, railway.				12	38	52	15	15		50			10
" pig		196	79	5				508					
" all other.		1	1,766	2,020	7,564	6,217	5,063	4,292	1,178	5,785	2,542	1,651	384
Steel.			394	542	375	1,351	3,000	5,420				16	48
Stone, for cutting				200									
Apples			98	1,263									
Barley	600	288	959	240		3,960	596	1,288			2,206	9,697	43,607
Corn.	278,564	60,661	70,235	182,330	267,533	310,498	150,999	109,359	14,319	1,719	123,864	55,621	84,204
Flaxseed.					3,293	5,687			4,965		3,643	212	15,694
Flour	5,514	16,503	30,916	11,964	1,029	653	4,229	1,595	1,400	6,755	16,151	24,662	14,571
Meal, all kinds.		4	65						35		348	57	270
Oats	9,761	175	1,654	12,373	6,847	3,975	10,250	8,925	1,584	1,442	2,438	7,846	21,401
Oil cake									1,083		462		9,229
Pease.				3,020	2,078	260		115			63		
Rye.	3,669			8,323	8,435	15,488	923	3,078	2,961	4,079	4,260		1,711
Salt					216	144	200		50		132		168
Seeds, all kinds				20									
Hav, pressed.							96		246				
Tobacco, raw					51				23				
Wheat	209,212	212,557	158,643	255,198	278,498	184,154	169,978	121,896	132,702	200,975	226,746	133,528	190,505
All other agricultural products, vegetables				29		56	32						
Hides, skins, horns and hoofs.												10	
Horses	1	1	1	1	1	4	1						
Lard and lard oil.									1,135				2,847
Meats, all kinds.									114				
Pork		717		1					34				
Tallow											3		53
All other agricultural products, animal													
Total, class 3.	507,321	201,151	264,740	477,541	576,008	532,499	345,365	256,491	161,849	220,805	382,858	241,522	384,727
Class 4.													
Agricultural implements.		19	34	94	133	73	3	25	1,785	13	58	17	16
Ashes	23						55		3		2		

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.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Crockery				5	1			1	5		3	6	93
Furniture		2			53	75	16	6	1		15	3	21
Glass, all kinds			100	167	9	56	159			54	240		820
Molasses							1				19		64
Nails								15,647	14,987	12,091	14,619	12,848	20,700
Oil			6	23	112	1,141	7,143		17		5		53
Paint			2										
Pitch and tar				4									
Rags													
Rosin											4		
Soda ash									4		20		
Sugar				1					112				59
Stone, wrought													2,019
Tin												87	53
Tobacco							96						204
White lead								16					
Whisky, beer and other spirits	1		101		46	4	74	11	32		2	766	635
Merchandise not enumerated	4	330	558	376	1,226	866	518	92	2,420	419	582	713	851
Total, class 4	28	351	801	679	1,580	2,215	7,969	15,798	19,366	12,577	15,569	14,456	25,572
<i>Class 5.</i>													
Barrels, empty			1				1	182	66	15			
Hoops					257								
Sawed lumber	667	683	1,117	657	478	3,065	924	15,760	2,635	1,085		394	3,457
Staves, pipe and barrel					4,716								
" West India and pipe													
Timber, square, in vessels				1,200	1,207	329	26					1,544	1,200
" in rafts													
Woodenware										17			
Total, class 5	667	689	1,118	1,857	6,658	3,394	951	15,942	3,295	1,117		1,938	5,217
<i>Special Class.</i>													
Coal													29,351
Iron ore													3,837
Total special class													17,362
Grand total	508,016	292,191	266,659	480,077	584,246	538,108	354,485	28,231	184,420	250,475	398,427	275,278	448,704

SESSIONAL PAPER No. 20a

I.—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 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904 and 1905.

Articles.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks		1	24	15	70	70	24	49	196	22	80	115	132
Brimstone									5	20	23	12	
Cement and water lime	3,169	2,281	1,859	1,686	837	996	997	1,931	2,916	178	3,924	39	181
Clay, lime and sand		253			4	144	8	4	2	1	181		
Cotton, raw											23		
Fish	465	512		11	10	9	10	8	8		8	4	
Gypsum													
Iron, railway	6,576	20		1,687			4		748	11,735	39,641	283	126
" pig	25		56	28	6			3		558	273		
" all other	543	114	1,831	727	559	699	1,318	1,428	4,950	2,904	5,782	3,782	3,633
Salt	995	843	932	822	25	35		48	75	4	87	99	150
Steel	426	248	528			19	18		3	11	332	58	192
Stone for cutting				4	62							41	
Flour	3								16				18
Hay			124									17	25
Meals		15											
Oats													
Potatoes													
Seeds, all kinds		33	25	99	121	56	121	218	302	58	325	104	35
Tobacco, raw										1	2		
Agricultural products not enumerated, vegetables													
Hides and skins		5	26		4				1	1			127
Horses			26							16	6		
Lard and lard oil			1	1		1							
Meats other than pork			1		2	2				11			28
Pork								1			1	25	
Wool													
All other articles not enumerated		10											
Total, class 3	12,202	4,335	5,432	5,080	1,698	2,031	2,500	3,764	9,222	15,520	50,768	4,647	4,934
<i>Class 4.</i>													
Ashes, pot and pearl					1						2		
Crockery and earthenware	98	107	12	83	4	33	3	5			32	291	155
Dye woods, &c.												2	5
Furniture					2			1			1		2

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, &c.—*Concluded.*

Articles.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Glass, all kinds.....	365	175	394	612	799	150	299	456	612	1,384	1,207	1,671	1,641
Manilla.....	11	42	20	1	.....	.....	.....	.....	.....	.....	6	34	93
Nails.....	43	500	1,149	409	129	229	518	30	675	1,292	2,878	2,009	3,061
Oil, in barrels.....	44	8	31	33	12	15	21	74	83	14	16	16	120
Paint.....	70	8	75	49	20	35	2	12	69	97	158	202	367
Pitch and tar.....	26	152	67	60	20	37	6	21	27	27	58	199	5
Rags.....	.....	.....	.....	.....	.....	.....	14	.....	.....	1	29	.....	15
Resin.....	.....	.....	.....	.....	.....	.....	15	.....	.....	.....	.....	.....	.....
Soda ash.....	68	94	84	74	249	88	108	69	169	201	264	387	28
Stone, wrought.....	14	.....	.....	17	25	31	.....	.....	.....	.....	.....	.....	.....
Sugar.....	2,218	2,724	1,430	1,873	311	566	1,596	430	810	1,314	204	52	1,168
Tin.....	34	327	396	395	359	237	159	117	338	506	209	362	928
Turpentine.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
White lead.....	35	2	7	10	5	.....	1	4	1	37	80	82	80
Whiting.....	31	1	113	56	104	93	89	39	61	61	22	22	333
Whisky, beer, &c.....	26	53	77	51	93	98	178	295	131	182	452	432	384
Merchandise not enumerated.....	799	900	1,268	1,247	711	793	482	744	1,516	1,049	3,674	6,200	15,360
Total, class 4.....	4,343	5,104	5,123	4,970	2,844	2,405	3,491	2,447	4,492	6,169	9,294	13,379	23,566
<i>Class 5.</i>													
Barrels, empty.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Firewood in vessels.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lumber, sawn, in vessels.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway ties in vessels.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodenware.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, class 5.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<i>Special Class.</i>													
Coal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron ore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, special class.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand total.....	16,545	9,439	10,555	10,050	4,542	4,436	5,991	6,211	13,714	25,289	100,639	71,512	72,482

SESSIONAL PAPER No. 20a

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 1893 to 1905 inclusive.

Articles.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks					845								
Cement and water line						300		18					
Fish													
Iron, railway	5		181		965								
" all other	102		214			770		714		30			1
Salt							1,008						
Steel				498			549						
Stone for cutting						2,951	13,522	3,110					
Apples													
Barley	16,751	28,095	7,904	11,128	14,173	6,909	2,424	2,402	7,119	7,418	11,433	16,021	9,197
Corn	198,777	103,329	100,512	175,094	169,057	150,667	81,777	60,545	53,531	66,111	108,917	60,964	93,022
Flour	6,588	17,795	10,169	16,224	7,237	4,212	6,118	7,966	17,168	13,785	6,082	8,556	24,054
Hay, pressed					301								
Meal, all kinds	36,352	60,390	46,316	46,456	41,644	22,626	18,198	14,244	14,016	12,675	13,546	13,076	9,006
Marble													200
Nails													87
Oil cake		29											1
Oats	23,870	27,621	16,442	16,137	14,969	12,729	19,526	2,705	1,302	110	740	16,497	228
Pease						45		39,706	23,344	10,006	6,112	3	10,892
Potatoes								4			22		76
Rye	864			490		1,197	923	2,149			4,174		
Flaxseed				78	299	44	11				1,594		
Seeds, all kinds	16		14							10	27		43
Tobacco													
Wheat	28,187	53,846	27,881	34,878	28,919	11,268	12,926	18,771	23,557	32,639	15,436	14,269	15,483
Agricultural products, vegetables								6	10		1		
Hides and skins, &c			8	41	23								
Horses	2	4	3	3	3	2							
Lard and lard oil, &c	1		6	1,348	1,444	3,671	864	1,588	1,680	2,413			
Meats, other than pork			30										
Pork			87	390	243	1,271	343	17	970	632	152	379	273
Sheep													
Tallow													
Wool	80	1,484	1,536	900	197	359	201	631	119			134	21
Total, class 3	311,647	294,654	211,300	303,665	280,319	219,434	158,720	154,680	147,947	146,581	168,720	130,499	163,784
<i>Class 4.</i>													
Agricultural implements										399		396	552
Crockery and earthenware													
Furniture			2			2	7		3	17			

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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 1893 to 1905 inclusive—*Concluded.*

Articles.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1907
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Glass, all kinds.....									4				
Marble.....							8	57					
Molasses.....		57					11						
Nails.....				1,005	198	119	367	17	22	1,594	2,000	1	
Oil, in barrels.....			30			3	2	36			4	17	42
Paint.....							1						4
Rags.....													
Soda ash.....													
Stone, wrought.....					31			154	448	280		53	53
Sugar.....			59	165									7
White lead.....			15			34	168	1	1		3		
Whisky, beer and all other spirits.....	83		7,636	3,990	3,591	3,828	6,219	7,889	3,327	1,928	2,010	1,554	2,008
Merchandise.....	1,693	2,976											
Total, class 4.....	1,782	3,033	7,762	5,160	3,820	3,986	6,783	8,164	3,805	4,218	4,017	2,021	2,666
<i>Class 5.</i>													
Empty barrels.....	9			10				5	282				3
Firewood, in vessels.....				165						4		717	2,700
Lumber, sawn, in vessels.....	68,985	62,905	41,974	75,515	68,280	52,844	57,695	55,128	38,685	72,806	48,337	30,194	15,726
Masts and spars, in vessels.....					403								
Hop poles.....													
Railway ties, in vessels.....			446										
Shingles.....	13												
Split posts.....			500										
Timber, square, in vessels.....				1,040									
Woodenware, &c.....				1									
Total, class 5.....	69,007	62,905	42,920	75,702	69,724	52,844	57,695	55,133	38,367	72,810	48,337	31,717	20,751
<i>Special Class.</i>													
Coal.....	2,123	727	603	1,255		759	2,293	992	357	501		1,100	3,346
Stone, not suitable for cutting.....													
Kryolite.....													
Total, special class.....	2,123	727	603	1,255		759	2,293	992	357	501		1,100	3,346
Grand total.....	384,559	361,319	262,585	385,782	353,863	277,023	225,491	218,969	190,476	224,110	221,074	165,337	190,547

SESSIONAL PAPER No. 20a

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 the quantity of each cargo through the St. Lawrence Canals to Montreal, during the Season of Navigation in 1905.

Names of Vessels.	Original Quantity through the Welland Canal.	Quantity Transhipped at Kingston.	Cargo through the St. Lawrence Canals to Montreal.
	Tons.	Tons.	Tons.
Canadian steamer Advance.....	940		940
" " ".....	1,085	510	575
" " ".....	1,125		1,125
" " ".....	1,140		1,140
" " ".....	1,110		1,110
" " ".....	1,113		1,113
" " A. E. Ames.....	1,500		1,500
" " ".....	1,515		1,515
" " ".....	1,500		1,500
" " ".....	1,470		1,470
" " ".....	1,500		1,500
" " ".....	1,470		1,470
" " ".....	1,530		1,530
" " ".....	1,545		1,545
" " ".....	633		633
" " Arabian.....	1,124		1,124
" " ".....	1,141		1,141
" " ".....	1,155		1,155
" " ".....	1,161		1,161
" " ".....	1,161		1,161
" " ".....	1,200		1,200
" " ".....	1,200		1,200
" " ".....	1,170		1,170
" " Golspic.....	824		824
" " Haddington.....	2,218		2,218
" " ".....	2,227		2,227
" " ".....	2,226		2,226
" " ".....	2,154		2,154
" " ".....	2,005		2,005
" " ".....	2,207		2,207
" " ".....	2,205		2,205
" " Neepawah.....	1,830		1,830
" " ".....	1,740		1,740
" " ".....	1,710		1,710
" " ".....	1,680		1,680
" " ".....	1,710		1,710
" " ".....	1,779		1,779
" " ".....	1,680		1,680
" " H. M. Pellatt.....	1,350		1,350
" " ".....	1,455		1,455
" " ".....	1,425		1,425
" " ".....	1,425		1,425
" " ".....	1,425		1,425
" " ".....	1,425		1,425
" " ".....	1,380		1,380
" " J. H. Plummer.....	1,500		1,500
" " ".....	1,530		1,530
" " ".....	1,394		1,394
" " ".....	1,479		1,479
" " ".....	1,562		1,562
" " ".....	1,440		1,440
" " ".....	1,575		1,575
" " ".....	1,500		1,500
" " ".....	1,470		1,470
" " ".....	1,425		1,425
" " Wahcondah.....	1,503		1,503
" " ".....	1,372		1,372
" " ".....	1,500		1,500
" " ".....	1,419		1,419
" " ".....	1,548		1,548
" " ".....	467		467
" " ".....	1,560		1,560

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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, &c.—*Concluded.*

Names of Vessels.	Original Quantity through the Welland Canal.	Quantity Transhipped at Kingston.	Cargo through the St. Lawrence Canals to Montreal.
	Tons.	Tons.	Tons.
Canadian steamer Wahcondah	1,614	.....	1,614
" barge Selkirk	1,339	.....	1,339
" " Winnipeg	1,380	.....	1,380
United States steamer J. Crearer	1,110	.....	1,110
" " H. G. Dalton	744	.....	744
" " G. C. Howe	659	.....	659
" " J. S. Keefe	720	.....	720
" " "	1,140	.....	1,140
" " J. Lambert	1,500	.....	1,500
" " S. N. Parent	2,160	.....	2,160
" " "	810	.....	810
" " R. Wallace	36	.....	36
" " "	1,680	.....	1,680
Total	105,704	510	105,194

Number of cargoes of wheat	75
Quantity through Welland to Kingston	105,704 tons.
" transhipped at Kingston	510 "
" taken to Montreal in vessels in which it arrived at Kingston...	105,194 "

6-7 EDWARD VII., A. 1907

RECAPITULATION of the Number of Vessels passed Down the Welland Canal with Cargoes of Grain for Montreal; the quantity transhipped at Kingston, and the quantity taken to Montreal, for the Season of Navigation in 1905.

	Number of Cargoes,	Total Number.
Wheat.....	75	
Corn.....	40	
Total.....		115
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal	105,704	
" " " " " " " " " " " " " "	75,012	
Total through the Welland Canal.....		180,716
Quantity of the above transhipped at Kingston—		
Wheat	510	
Corn		
Total transhipped		510
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston—		
Wheat	105,194	
Corn.....	75,012	
Total quantity to Montreal.....		180,206
Graud total.....		180,716

SESSIONAL PAPER No. 20a

O.—STATEMENT showing the Quantity of Grain passed down the Welland Canal to Kingston, Ogdensburg and other Ports ; in Canadian and United States vessels entering the Canal at Port Colborne, during the Season of Navigation in 1905.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	129	126,111	19	15,862	187	221,097	13	5,789	348	368,859
Barley		6,894		1,427		47,111				55,432
Corn		6,385		6,636		163,374		4,526		180,921
Oats		8,506		2,289		21,535		3,742		36,072
Pease						76				76
Rye						1,711				1,711
Wheat		188,737		18,544		28,757		2,512		238,550
Total		210,522		28,896		262,564		10,780		512,762

				Tons.
145 cargoes in Canadian Vessels Steam, total quantity.....				210,522
22 " " " Sail, "				28,896
222 " United States " Steam, "				262,564
13 " " " Sail, "				10,780

P.—STATEMENT of the Quantity of Grain arrived at Kingston and Ogdensburg in Vessels which passed Down the Welland Canal, during the Season of Navigation in 1905.

Summary.	Tons.	Tons.
Canadian steam—145 cargoes of grain	210,522	
" sail 22 "	28,896	
Total in Canadian vessels		239,418
United States steam—222 cargoes of grain	262,564	
" sail 13 "	10,780	
Total in United States vessels.....		273,344
Total in Canadian and United States Vessels.....		512,762
Distributed as follows :—		
74 Canadian and 87 United States vessels arrived at Kingston and discharged part of their cargoes, taking the balance to Montreal.....		234,047
241 vessels arrived at Kingston and discharged all their cargoes, as follows :		
92 cargoes in Canadian vessels	140,723	
148 " United States vessels.....	137,417	
Quantity discharged by 1 Canadian vessel which took the balance to Montreal.....	575	
Total quantity discharged.....	278,715	
Total quantity of above transhipped from Kingston and Ogdensburg and taken to Montreal		*107,384
Quantity remaining at Kingston, Ogdensburg and other American ports..		171,331
Total		512,762

* Of this quantity, 2,809 tons were transhipped from Kingston, being grain of 1904.

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S.—The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1905, 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.	Amount of Tolls paid.— Rate 20 cents a ton.
	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
1903.....	3		113,076	.....	4,796	30,009	147,884	29,576 80
1904.....	2,919		62,782	1,100	3,711	32,813	103,325	20,665 00
1905.....			70,118	3,346	11,436	37,742	172,642	34,528 40

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. May 11, 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. During 1905 all tolls were free. O. C. April 23, 1903.

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T.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canal during the seasons of 1885 to 1905, 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 Montreal.
	Tons.	Tons.	Tons.	\$ cts.
1885.	5,035	122,829	127,864	18,424 35
1886.	3,301	118,802	122,103	17,820 70
1887.	7,579	121,618	129,197	18,242 70
1888.	8,341	123,050	131,391	18,423 90
1889.	5,360	124,290	129,650	18,604 90
1890.	6,538	135,168	141,706	20,275 20
1891.	7,951	141,701	149,652	21,255 15
1892.	7,543	157,134	164,677	23,570 10
1893.	2,285	147,139	149,424	22,070 85
1894.	16,213	169,552	185,765	25,432 80
1895.	.....	165,151	165,151	24,772 65
1896.	689	161,551	162,240	24,232 65
1897.	40	164,963	165,003	24,722 37
1898.	400	175,609	176,009	26,341 05
1899.	448	201,546	201,994	30,231 80
1900.	10	280,169	280,179	42,025 35
1901.	2,765	298,245	301,010	44,732 55
1902.	9,231	95,702	104,933	11,958 90
1903.	30	290,548	290,578	*43,555 73
1904.	9,670	320,973	330,643	*48,145 95
1905.	8,518	345,589	354,107	*51,808 33

- NOTE.—Coal is allowed to pass free up the St. Lawrence Canal. Con. O. C. Oct. 26, 1889.

*These tolls were 'free' by O.C. April 27, 1903.

SESSIONAL PAPER No. 20a

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 1894 to 1905 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.
	Tons.	Tons.	Tons.
1894.			
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.

6-7 EDWARD VII., A. 1907

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.
1895.			
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.

SESSIONAL PAPER No. 20a

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
	Tons.	Tons.	Tons.
1896.			
All other vegetables	29		
Apples	†1,263		
Ashes	94		
Barley	240		11,128
Cement and water-lime	12		
Coal		11,742	1,255
Corn	182,330	19,688	118,426
Crockery	5		
Fish		2	
Flour	11,964	13,846	16,224
Furniture		3	
Glasf	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 of all kinds	20		78
Steel	542	11,317	498
Sugar	1		165
Tobacco		1	
Wheat	*25,763	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	
" in 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.

6-7 EDWARD VII., A. 1907

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	135		
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.

SESSIONAL PAPER No. 20a

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.
1898.			
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	14½	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	110,893	258,871

* Of this quantity of corn 2,340 tons came down to Ogdensburg and Prescott in 1887, 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 1896.

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.
1899.	Tons.	Tons.	Tons.
Agricultural products, vegetable.....	32		
Ashes.....	53		
Barley.....	596		1,828
Clay, line and sand.....	15		
Coal.....		8,276	2,293
Corn.....	*150,999	16,594	43,854
Flaxseed.....	200		
Flour.....	4,229	1,889	4,404
Furniture.....		2	7
Glass.....	16		
Horses.....	1		
Iron, ore.....		26,125	
" all kinds.....	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	57,695
Masts and spars.....		3	
Railway ties.....		74	1,273
Shingles.....		50	
Square timber, in vessels.....	26	24,959	
Total.....	354,485	108,958	172,738

* Of this quantity of corn 7,443 tons came down to Ogdensburg and Prescott in 1898, were stored there, and transhipped to Montreal in 1899.

* Of this quantity of oats 187 tons passed down from Dunville to Montreal.

* Of this quantity of wheat 6,447 tons passed down to Kingston in 1898, were stored there, and transhipped to Montreal in 1899.

SESSIONAL PAPER No. 20a

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.

5-6 EDWARD VII., A. 1906

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.....	1,155	827	525
Meal (all kinds).....	35		13,981
Meats.....	114	7	
Molasses.....		17	
Oats.....	1,584	853	25,704
Oil (in barrels).....	14,987	2,971	22
Oil-cake.....	1,083	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
Tobacco, raw.....	23		
Wheat.....	*132,702	8,051	9,057
Wool.....			3
Merchandise not enumerated.....	2,420	1,395	966
Barrels, empty.....	66		216
Firewood, in vessels.....		1,287	
Lumber, sawn, in vessels.....	2,635	3,412	51,931
Mast spars, &c. ".....		13	
Shingles.....		18	
Square timber, in vessels.....	504	14,023	
Total.....	184,420	142,346	177,169

*Of this quantity 9,324 tons came to Ogdensburg in 1900, were stored there, and transhipped to Montreal in 1901.

SESSIONAL PAPER No. 20a

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.
1902.	Tons.	Tons.	Tons.
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.....			682
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.

5-6 EDWARD VII., A. 1906

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.
1903.	Tons.	Tons.	Tons.
Agricultural implements.....	46		
" products.....		1	
Ashes.....	14		
Barley.....	2,206	1,017	11,433
Coal.....		30,009	
Corn.....	116,223	13,846	80,689
Flax and hemp.....		5	
Flaxseed.....	3,643		
Flour.....	16,151		6,082
Furniture.....	3	10	
Glass, all kinds.....	15		
Horses.....			2
Iron, railway.....		15	
" all other.....	2,542	556	
" ore.....		18,323	
Meal, all kinds.....	348		13,549
Molasses.....	240	16	
Nails.....	19		
Oats.....	2,438		5,315
Oil.....	14,619	518	2,000
Oil cake.....	462	792	740
Paint.....	5		
Pease.....	63		22
Pork.....			152
Rags.....	4		
Rosin.....	20		
Rye.....	4,260		644
Salt.....	132	2,242	
Seeds, all kinds.....			27
Spirits.....	2		3
Steel.....		5	
Tallow.....	3	15	
Wheat.....	* 226,746	14,199	13,725
Wool.....			482
Merchandise not enumerated.....	582	117	2,012
Firewood, in vessels.....		210	9
Lumber, sawn, in vessels.....		3,086	76,563
Shingles.....		54	
Timber, square, in vessels.....		26,324	
Total.....	390,786	111,860	213,449

*Of this quantity 2,890 tons were transhipped to Montreal, being grain for 1902.

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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.
1904.	Tons.	Tons.	Tons.
Agricultural implements	17		393
Apples	1		
Ashes	16		3
Barley	9,697	853	16,621
Cement and water-lime	35		
Coal		32,813	1,100
Corn	55,021	3,950	57,473
Dye woods and dye stuffs		2	
Flaxseed	212		
Flour	24,662	635	8,556
Furniture	6	12	
Glass, all kinds	3		1
Hides and skins	10	1	
Iron, railway	8,170		2,166
" all other	1,651		1,306
" ore	17,362		19,460
Meal, all kinds	57		13,096
Nails		18	
Oats			16,497
Oil, in barrels	12,848		1,755
Oil cake	7,846	2	
Paint		10	17
Pease			3
Pitch and tar		180	
Pork			379
Salt	615	478	
Steel	16	1	
Spirits, &c.	766	458	
Sugar			53
Tallow		2	
Tin	87	28	
Wheat	*133,528	18,908	11,929
Wool			134
Merchandise	713	102	1,554
Firewood			717
Hop poles			154
Railway ties			652
Sawn lumber, in vessels		9,743	86,979
Square timber	1,544	35,607	
Salt barrels	394		
Total	275,277	103,803	240,998

* Of this quantity 4,014 tons were transhipped to Montreal, being grain of 1903.

5-6 EDWARD VII., A. 1906

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.
1905.			
Agricultural implements.....			552
Barley.....	43,607	2,628	9,197
Bricks.....		15	
Clay, lime and sand.....	22	200	
Coal.....	29,351	58,391	3,346
Corn.....	84,204	3,095	93,622
Crockery and earthenware.....	93		
Flaxseed.....	15,694		
Flour.....	14,571	14,458	9,483
Glass, all kinds.....	21	4	
Hay, pressed.....		200	
Hides and skins.....		46	
Iron, railway.....	10	1,531	
" pig.....		980	
" all other.....	384	2,160	1
" ore.....	3,837	18,544	
Lard and lard oil.....	2,847		
Meats, other than pork.....			87
Meal, all kinds.....	270	200	9,336
Molasses.....	820	63	
Nails.....	64		1
Oats.....	21,404	3,776	10,892
Oil, in barrels.....	20,700	3,082	
Oil cake.....	9,229	662	228
Paint.....		42	
Pease.....			76
Pitch and tar.....	53		
Pork.....			273
Rags.....			4
Rye.....	1,711		
Salt.....	168	36	
Seeds, all kinds.....			43
Soda ash.....	59	8	
Spirits, &c.....	635	104	
Steel.....	48		
Sugar.....	2,019		53
Tallow.....	53		
Tin.....	53		
Tobacco.....	204		
Wheat.....	* 190,505	32,562	15,483
White lead.....			7
Wool.....			21
Merchandise.....	851	205	2,008
Barrels, empty.....			3
Firewood.....			2,700
Railway ties.....			2,248
Sawn lumber, in vessels.....	3,957	12,794	74,279
Square timber, in vessels.....	1,260	9,500	
Shingles.....			62
Split posts, in vessels.....			12
Total.....	448,704	165,286	234,017

* Of this quantity 2,809 tons were transhipped to Montreal, being grain of 1904.

SESSIONAL PAPER No. 26a

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.
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
1895.			
Barley.....	959		7,730
Corn.....	70,265	2,912	91,743
Oats.....	1,654	123	16,442
Rye.....			
Wheat.....	†158,643	29,061	17,908
Total grain.....	231,491	32,096	133,823
Other articles.....	35,168	79,850	113,212
Total.....	266,659	111,946	247,035
1896.			
Barley.....	240		11,128
Corn.....	182,330	19,688	118,426
Oats.....	12,373	1,454	14,351
Pease.....	3,020	10	
Rye.....	8,323	647	
Wheat.....	254,763	51,587	16,467
Total grain.....	*461,049	73,386	160,372
Other articles.....	18,393	99,564	150,977
Total.....	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	115,989	128,207
Total.....	581,047	169,246	285,963

† Of this amount, 3,469 tons came down to Kingston in 1894, was stored there, and taken to Montreal in 1895, and 245 tons came down to Ogdensburg in 1894, was stored there, and transhipped to Montreal in 1895.

* Of this amount, 5,290 tons came down to Kingston in 1895, was stored there, and transhipped to Montreal in 1896.

** Of this quantity, 7,695 tons came down in 1896 and were transhipped to Montreal in 1897.

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.
1898.	Tons.	Tons.	Tons.
Barley.....	3,960	1,417	6,909
Corn.....	310,498	13,338	116,317
Oats.....	3,975	625	12,729
Pease.....	260		45
Rye.....	16,133	39	
Wheat.....	184,706	15,860	8,612
Total grain.....	**519,532	31,279	144,612
Other articles.....	19,773	79,614	114,259
Total.....	539,305	110,893	258,871
1899.			
Barley.....	596		1,828
Corn.....	150,999	16,594	43,854
Oats.....	10,250	1	13,139
Pease.....			
Rye.....	923		
Wheat.....	169,978	23,602	9,190
Total grain.....	***332,746	40,197	68,011
Other articles.....	21,739	68,761	104,727
Total.....	\$354,485	108,958	172,732
1900.			
Barley.....	1,288	563	1,598
Corn.....	109,359	9,844	44,306
Oats.....	8,925	348	30,840
Pease.....	115		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

* Of this quantity, 6,550 tons came down in 1897 and were transhipped to Montreal in 1898.

** Of this quantity, 14,077 tons came down in 1898 and were transhipped to Montreal in 1899.

*** Of this quantity, 12,171 tons came down in 1899 and were transhipped to Montreal in 1900.

† Of this quantity, 9,324 tons came down in 1900 and were transhipped to Montreal in 1901.

SESSIONAL PAPER No. 26a

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.
1902.	Tons.	Tons.	Tons.
Wheat.....			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
1903.			
Barley.....	2,206	1,017	11,433
Corn.....	116,223	13,846	80,689
Oats.....	2,438		5,315
Pease.....	63		22
Rye.....	4,260		644
Wheat.....	226,746	14,199	13,725
Total grain.....	‡351,936	29,062	111,828
Other articles.....	38,850	82,298	101,621
Total.....	390,786	111,360	213,449
1904.			
Barley.....	9,697	853	16,621
Corn.....	55,021	3,950	57,473
Oats.....			16,497
Pease.....			3
Rye.....			
Wheat.....	**133,528	18,908	11,929
Total grain.....	198,246	23,711	102,523
Other articles.....	77,031	80,092	138,475
Total.....	375,277	103,803	240,998
1905.			
Barley.....	43,607	2,628	9,197
Corn.....	84,204	3,095	93,622
Oats.....	21,404	3,776	10,892
Pease.....			76
Rye.....	1,711		
Wheat.....	190,505	32,562	15,483
Total grain.....	***341,431	42,061	129,270
Other articles.....	107,273	123,225	104,747
Total.....	448,704	165,286	234,017

‡Of this quantity, 6,096 tons came down in 1901 and were transhipped in 1902.

§Of this quantity, 2,890 tons came down in 1902 and were transhipped in 1903.

**Of this quantity, 4,014 tons were transhipped to Montreal, being grain of 1903.

***Of this quantity, 2,809 tons were transhipped to Montreal, being grain of 1904.

COMPARATIVE STATEMENT showing the Quantity of Vegetable Food and Lumber passed through the Canals during the Years ended December 31 1905.

	VEGETABLE FOOD.										Lumber.		Total.						
	Flour.		Wheat.		Corn.		Barley.		Oats.		Rye.		Buck-wheat.		All other.		Tons.		
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		
Welland Canal, 1904.....	35,049		105,138		116,444		27,171		16,582						13,181		97,409		470,974
" 1905.....	38,512		254,458		180,921		55,432		36,072		1,711				9,883		93,543		670,532
Increase.....	3,463		89,320		64,477		28,261		19,490		1,711				3,298		3,866		199,558
Decrease.....																			
St. Lawrence Canals, 1904.....	32,714		275,151		128,059		22,224		30,214		3		630		6,601		41,660		527,256
" 1905.....	26,125		403,252		161,095		59,846		44,915		3,393		719		6,377		63,912		769,604
Increase.....			128,101		33,036		37,622		24,701		3,390		89		224		22,252		242,408
Decrease.....	6,589																		
Chambly Canal, 1904.....	1,239		3		202				1,152						3		46,547		50,640
" 1905.....	584				2				1,891								78,126		81,935
Increase.....									739								31,579		31,295
Decrease.....	655		3		200														
Ottawa Canals, 1904.....	96								971		5				425		237,881		239,378
" 1905.....	107				1				1,016						622		292,800		294,548
Increase.....	11				1				45						197		54,919		55,170
Decrease.....																			
Rideau Canal, 1904.....	637		1,801		15		66		927						313		14,649		18,413
" 1905.....	647		977		4		105		508						297		19,577		22,115
Increase.....	10						39										4,928		3,702
Decrease.....			824		11				419						16				

St. Peter's Canal, 1904.....	1,691	8	4	1,703	.....	3	5,456	6,919	15,784
" 1905.....	1,461	.....	11	2,498	.....	.....	7,469	8,305	19,734
Increase.....	240	.....	7	795	.....	3	2,013	1,386	3,950
Decrease.....	.....	8	.....	.....	.....	.....	.....	.....	.....
Trent Valley Canals, 1904.....	69	.....	.....	.....	.....	.....	120	.....	189
" 1905.....	484	.....	15	15	.....	.....	163	3,619	4,321
Increase.....	415	.....	15	15	.....	.....	43	3,619	4,132
Decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Murray Canal, 1904.....	21	32	607	38	98	48	437	452	1,992
" 1905.....	180	1	633	27	.....	.....	875	59	2,183
Increase.....	159	.....	26	.....	.....	48	438	.....	191
Decrease.....	.....	31	.....	11	.....	.....	.....	393	.....
Sault Ste. Marie Canal, 1904.....	213,845	.....	85,163	31,136	1,375	.....	15,469	31,370	1,222,181
" 1905.....	190,878	4,116	41,793	35,720	1,910	.....	5,671	35,368	1,094,949
Increase.....	22,967	4,116	6,630	4,584	535	.....	9,798	3,998	127,232
Decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, Increase.....	102,828	101,380	72,600	49,939	5,533	32	.....	118,452	413,174
Total, Decrease.....	26,783	.....	.....	.....	.....	.....	10,807	.....	.....
Total for year 1904.....	.....	.....	.....	.....	.....	.....	.....	.....	2,546,807
" 1905.....	.....	.....	.....	.....	.....	.....	.....	.....	2,959,981

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.

RICHARD DEVLIN,
Compiler of Canal Statistics.

CANAL

COMPARATIVE STATEMENT for Years

	January.	February.	March.	April.	May.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Welland Canal, 1904		10 00			9,077 95
" 1905				3,288 86	21,346 64
Increase				3,288 86	12,268 69
Decrease		10 00			
St. Lawrence Canals, 1904	43 28	58 33		827 16	15,053 14
" 1905			45 00	802 40	16,452 09
Increase			45 00		1,398 95
Decrease	43 28	58 33		24 76	
Chambly Canal, 1904				8 77	4,120 27
" 1905				13 27	4,460 39
Increase				4 50	340 12
Decrease					
Ottawa Canals, 1904				730 09	3,050 09
" 1905				641 08	4,703 43
Increase					1,653 34
Decrease				89 01	
Rideau Canal, 1904					599 43
" 1905					646 18
Increase					46 75
Decrease					
St. Peter's Canal 1904					312 44
" 1905				2 94	380 56
Increase				2 94	68 12
Decrease					
Trent Valley Canals, 1904				31 00	59 06
" 1905				5 06	75 62
Increase					16 56
Decrease				25 94	
Murray Canal, 1904				6 02	93 20
" 1905				4 69	111 68
Increase					18 48
Decrease				1 33	
Sault Ste. Marie Canal, 1903					
" 1904					
Increase					
Decrease					
Total increase			45 00	3,155 26	15,811 01
Total decrease	43 28	68 33			

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REVENUE.

ending December 31, 1904 and 1905.

June.	July.	August.	September.	October.	November.	Décember.	Total.
\$ c. 19,229 71 22,001 34	\$ s. 19,988 30 21,063 78	\$ s. 14,436 17 22,335 79	\$ s. 18,947 26 20,836 58	\$ s. 16,557 73 25,385 04	\$ s. 15,709 77 17,205 43	\$ s. 3,919 56 4,303 81	\$ c. 117,876 45 157,767 27
2,771 63	1,075 48	7,899 62	1,889 32	8,827 31	1,495 66	384 25	39,890 82
18,288 16 19,742 45	18,761 67 21,456 23	18,364 01 20,641 37	15,415 15 18,633 85	15,413 37 18,015 82	11,529 01 14,114 77	66 29 142 71	113,819 57 130,046 69
1,454 29	2,694 56	2,277 36	3,218 70	2,602 45	2,585 76	76 42	16,227 12
2,854 60 3,388 38	4,643 75 4,632 41	5,006 71 4,394 10	4,480 28 4,053 66	4,248 17 5,405 57	2,098 32 2,044 10	.....	27,460 87 28,391 88
533 78	11 34	612 61	426 62	1,157 40	54 22	.....	931 01
3,640 94 4,598 35	3,216 80 4,130 27	3,312 87 3,631 32	2,156 78 4,198 24	3,792 91 4,173 60	2,352 24 2,870 74	.....	22,252 72 28,997 03
957 41	913 47	368 45	2,041 46	380 69	518 50	.....	6,744 31
610 72 772 07	724 56 1,041 94	1,201 82 1,066 10	701 36 986 05	761 97 832 77	426 78 373 83	..... 55 89	5,026 64 5,774 83
161 35	317 38	135 72	284 69	70 80	52 95	55 89	748 19
339 26 363 83	341 88 390 50	423 10 417 39	421 70 411 51	467 84 388 18	304 61 354 09	154 92 202 96	2,765 75 2,911 96
24 57	48 62	5 71	10 19	79 66	49 48	48 04	146 21
203 90 203 81	360 01 274 54	346 26 284 99	201 71 212 65	139 21 158 78	22 00 94 68	14 00	1,377 15 1,310 13
09	85 47	61 27	10 94	19 57	72 68	14 00	67 02
115 49 124 95	214 98 219 27	257 11 280 13	165 35 197 38	163 74 140 33	81 93 128 96	..... 50	1,097 82 1,205 89
9 46	2 29	23 02	32 03	23 41	47 03	50	108 07
5,912 40	4,954 99	9,753 14	7,040 33	12,955 15	4,661 94	551 10	64,728 71

Total revenue for 1904. \$291,676 97
 " 1905. 356,405 68

RICHARD DEVLIN, *Compiler of Canal Statistics.*

APPENDIX A.

No. 1.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal and the Amount of Revenue herefore collected, now free, during the Season of Navigation in 1905.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		From United States to United States Ports.		TONS.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.		\$	cts.
Ashes, pot and pearl.....																	
Apples.....																	
Agricultural products not enumerated, vegetables.....																	
Agricultural products not enumerated, animal.....																	
Agricultural implements.....							552				552				110	40	110 40
Barley.....		6,593				9,197					55,432				5,543	20	5,543 20
Bricks.....	510								510	15					76	50	79 50
Bones.....																	
Brimstone.....																	
Buckwheat.....																	
Cement and water lime.....																	
Clay, lime and sand.....	153																
Coal.....																	
Corn.....																	
Cattle.....																	
Cotton (raw).....	96																
Crockery and earthenware.....																	
Dye wood and dye stuffs.....																	
Fish.....																	
Flax and hemp.....																	
Flour.....		2,587															
Furniture.....	6																
Gypsum.....																	
Glass (all kinds).....	208																
Hay (pressed).....																	
Hogs.....																	
Horses.....																	
Hides and skins, horns and hoofs.....																	
											46						9 20

Ice	1,110	1,511	1,110	1,541	1,541	2,651	166 50	306 20	471 70
Iron, railway	330	395	980	980	980	1,310	49 50	196 00	245 50
" pig	6,536	521	2,149	2,545	2,545	9,602	1,038 55	500 00	1,967 55
" all other			22,381	22,381	22,381			1,119 05	1,119 05
Iron ore									
Kryolite; chemical ore and other ore, except iron									
Lard and hard oil									
Lead, all kinds	1	200		9,606	9,606				
Meat, other than pork				87	87				
Marble	15		568						
Manilla	15								
Molasses	3,141								
Nails		78				883		176 60	176 60
Oats		2,738				64	3,219	482 85	13 00
Oil (in barrels)	397	20,123		10,892	10,892	36,072		3,607 20	3,607 20
Oil cake		37		115	115	23,782		4,736 40	4,836 20
Pease				258	258	10,119		2,023 80	2,023 80
Potatoes				76	76	76		7 60	7 60
Pork				273	273	273		54 60	54 60
Paint	188	39		42	42	269	31 05	8 40	42 45
Pitch and tar						53		10 60	10 60
Sacks				4	4	4		0 80	0 80
Rye						1,711		171 10	171 10
Rosin									
Flaxseed	22	22				15,694		1,569 40	1,569 40
Salt, intended for cutting						182	22	3 30	41 10
" wrought									
" not suitable for cutting, unwrought									
Seeds, all kinds				43	43			4 30	4 30
Sheep									
Soda ash				15	15	67		2 25	13 40
Steel	35		865			948	135 00	9 60	144 60
Sugar	35		7,172	53	53	2,019	7,209	414 40	1,495 75
Spirits, beer, &c	349	27	351			739	1,464	147 80	256 55
Tobacco (raw)						204		40 80	40 80
Tallow	234		514			53	77 55	10 60	88 15
Tin						53	53 10	10 60	63 70
Turpentine	1					1		0 15	0 15
Wheat	3,280	213,542		15,483	15,483	254,458	525 73	24,420 64	24,946 37
White lead	20			7	7	27	3 00	1 40	4 40
Whiting	70					70	10 50	4 20	10 50
Wood				21	21	21		4 20	4 20
All other goods and merchandise not enumerated									
Barrels	11,503	240		30,799	2,008	895	42,502	6,360 40	6,975 22
Barrels, empty						3		0 60	0 60
Boat knees									

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Iron, pig.....	330	521	385	521	980	330	980	1,310	49,50	156 00	215 50
Iron, all other.....	6,536				2,149	7,057	2,545	9,602	1,038 55	569 00	1,567 55
Iron ore.....					22,381		22,381	22,381		1,119 65	1,119 05
Kryolite chemical ore and other ore, exempt iron.....											
Lard and lard oil.....	1		200	9,606	2,847	1	2,847	2,847		569 40	569 40
Meats, all kinds.....		15		87		15	9,806	9,807	0 15	1,961 20	1,961 35
Meats, other than pork.....				568			87	102	2 25	17 40	19 65
Marble.....	15							568	85 20		85 20
Manilla.....						15		15	2 25		2 25
Molasses.....					883		883	883		176 60	176 60
Nails.....	3,141	78			64	3,219	65	3,284	482 85	13 00	495 85
Oats.....			2,728	10,892	22,452		36,072	36,072		3,607 20	3,607 20
Oil (in barrels).....	397	20	20,128	115	3,659	532	23,782	24,314	79 80	4,756 40	4,836 40
Oil cake.....			37	228	9,854		10,119	10,119		2,023 80	2,023 80
Pease.....				76			76	76		7 60	7 60
Potatoes.....	330										
Pork.....				273			273	273		51 60	51 60
Paint.....	188	39		42		257	42	269	34 65	8 40	42 45
Pitch and tar.....					53		53	53		10 60	10 60
Rags.....				4			4	4		0 80	0 80
Rye.....					1,711		1,711	1,711		171 10	171 10
Flaxseed.....					15,694		15,694	15,694		1,569 40	1,569 40
Rosin.....											
Salt.....	22		22		182	22	204	226	3 30	40 80	44 10
Stone intended for cutting.....											
Stone wrought.....											
Stone not suitable for cutting, unwrought.....											
Seeds, all kinds.....				43			43	43		4 30	4 30
Sheep.....											
Stoak ash.....				15		15	67	82	2 25	13 40	15 65
Steel.....	35		865		48	900	48	948	135 60	9 60	144 60
Sugar.....	35		7,172	53	2,019	7,209	2,072	9,281	1,081 35	414 40	1,495 75
Spirits, beer, &c.....	349	25			712	725	739	1,464	108 75	147 80	256 55
Tobacco (raw).....					204		204	204		40 80	40 80
Tallow.....				3			53	57	77 35	10 60	88 15
Tin.....	234	120			53	354	53	407	53 10	10 60	63 70
Turpentine.....	1							1	0 15		0 15
Wheat.....	3,025		208,929	15,483	14,138	3,025	288,550	241,575	453 75	23,855 00	24,308 75
White lead.....	20			7		20	7	27	3 00	1 40	4 40
Whiting.....	70					70		70	10 50	10 50	10 50
Wool.....				21			21	21		4 20	4 20
All other goods and merchandise not enumerated.....	11,389	195	30,799	2,008	895	42,388	3,064	45,452	6,358 20	612 80	6,971 00
Bark.....											
Barrels empty.....				3			3	3		0 60	0 60
Boat keels.....											
Boats.....											
Pilots.....											
Firewood, in vessels.....		1,407		2,700		1,407	2,700	4,107	93 80	180 00	273 80

No. (A) 2.—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. \$ cts.	Amount of Tolls — Down. \$ cts.	Total Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.....														
Hoops.....														
Hop poles.....		5,404							2,513	91,030	93,543		16,377 96	16,830 16
Lumber, sawn, in vessels.....		2,038	62,510	475	15,726		7,390					452 20		
" " rafts.....														
Masts, spars, and telegraph poles, in vessels.....														
Masts, spars, and telegraph poles, in rafts.....														
Railway ties, in vessels.....														
" " rafts.....										2,248	2,248		359 45	359 45
Saw logs.....														
Staves and headings, barred.....														
" " pipe.....														
" " W. India.....														
Staves, salt barred.....														
Staples.....														
Split posts and fence rails, in vessels.....										62	62		20 13	20 13
Split posts and fence rails, in rafts.....										12	12		4 80	4 80
Timber, square, in vessels.....		1,000												
" " rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....		3	598						601		601	240 40		240 40
Total through freight paying tolls.....	27,724	249,886	4,565	62,510	111,749	190,544	11,441	845,064	155,477	848,007	1,003,486	27,507 80	310,588 29	138,096 09

Articles having paid full tolls on the St. Lawrence canals, *freo*—

Bricks.....	112	20	.....	.....	.....	.....	132	132
Cement, &c.....	181	.....	.....	.....	.....	.....	181	181
Iron, railroad.....	125	.....	.....	.....	.....	.....	126	126
" pig.....	112	200	.....	.....	.....	.....	312	312
" all other.....	2,352	1,281	.....	.....	.....	.....	3,633	3,633
Steel.....	167	25	.....	.....	.....	.....	192	192
Salt.....	150	.....	.....	.....	.....	.....	150	150
Flour.....	18	.....	.....	.....	.....	.....	18	18
Seeds, all other kinds.....	35	.....	.....	.....	.....	.....	35	35
All other vegetables.....	127	.....	.....	.....	.....	.....	127	127
Meats, other than pork.....	28	.....	.....	.....	.....	.....	28	28
Crockery, &c.....	154	1	.....	.....	.....	.....	155	155
Furniture.....	2	.....	.....	.....	.....	.....	2	2
Glass, all kinds.....	1,111	530	.....	.....	.....	.....	1,641	1,641
Manilla.....	93	.....	.....	.....	.....	.....	93	93
Molasses.....	1	.....	.....	.....	.....	.....	1	1
Nails.....	2,998	63	.....	.....	.....	.....	3,061	3,061
Oils.....	54	66	.....	.....	.....	.....	120	120
Paint.....	367	.....	.....	.....	.....	.....	367	367
Pitch and tar.....	5	.....	.....	.....	.....	.....	5	5
Rags.....	15	.....	.....	.....	.....	.....	15	15
Soda ash.....	10	18	.....	.....	.....	.....	28	28
Sugar.....	1,046	122	.....	.....	.....	.....	1,168	1,168
Tim.....	576	352	.....	.....	.....	.....	928	928
White lead.....	80	.....	.....	.....	.....	.....	80	80
Whiting.....	158	.....	.....	.....	.....	.....	158	158
Whiskey, &c.....	203	181	.....	.....	.....	.....	384	384
All other goods and merchandise not enumerated.....	10,485	4,075	.....	.....	.....	.....	15,360	15,360
Firewood, in vessels.....	1,347	42,635	.....	.....	.....	.....	43,982	43,982
Grand total through freight.....	49,802	249,886	62,510	112,540	190,547	11,441	345,064	227,961
							848,007	1,075,968
Total tolls on vessels.....								8,567 45
" passengers.....								59 30
" free goods.....								87,213 80
Total tolls.....								36,134 55
								119,953 61
								17,865 42
								123 65

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A.—Continued.

No. (A) 4.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1905.

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.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		%	cts.		%	cts.
											Up.			Down.
Ashes, pot and pearl	5	42							5	42	47	0 95	4 20	5 15
Apples	341	4,178							341	4,203	4,544	17 05	580 71	597 76
Agricultural products not enumerated, vegetables...	873	1,773							873	1,773	2,646	100 58	240 63	341 21
Agricultural products not enumerated, animal	1,320	4,059							1,320	4,059	5,379	78 55	544 73	623 28
Agricultural implements...	140	15							140	15	155	16 18	0 80	16 98
Barley	54	16,185							54	16,185	16,239	2 06	859 17	861 23
Bricks	16,987	24					190		17,177	24	17,201	828 85	0 91	829 76
Bones	1	7							1	7	8	0 04	0 90	0 94
Brunstone	1,176								1,176		1,176	115 51		115 51
Buckwheat	2	717							2	717	719	0 12	70 45	70 57
Cement and water lime	1,590	292					159		1,749	292	2,041	111 64	13 30	124 94
Clay, lime and sand	31,523	42,783					2,749		37,272	42,783	80,055	1,414 27	1,609 61	3,023 88
Coal	3,363	53,191			30		286,970		3,393	340,491	343,797	495 45	48,806 07	49,301 52
Corn	1,720	60,513					14,231		1,720	74,744	76,464	49 48	2,313 98	2,363 46
Cattle	100	435							100	435	535	6 60	30 62	37 22
Cotton (raw)		2								2	2		0 30	0 30
Crockery and earthenware	285	253							287	253	540	56 00	50 60	106 60
Dye wood and Dye stuffs	20								20		20	3 50		3 50
Fish	36	5							36	5	41	1 87	0 20	2 07
Flax and hemp														
Flour	2,093	9,461							2,093	9,461	11,554	143 99	497 35	641 34
Furniture	1,142	2,412							1,142	2,412	3,554	201 39	353 00	554 39
Gypsum														
Gypsum														
Glass (all kinds)	2,243	298							3,020	228	3,248	601 36	45 15	646 51
Hay (pressed)	3,310	4,003							3,310	4,003	7,313	124 36	219 50	343 86
Hogs	21	2							21	2	23	0 84	0 15	0 99
Horses	432	888							432	888	1,250	22 08	44 09	66 77

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	9	13	22	1 02	1 36	2 38
Hides and skins, horns and hoofs.....						
Ice.....	559	32	591	25 54	3 46	29 00
Iron, railway.....	1,435	341	3,572	258 83	24 79	583 62
" pig.....	27,414	3,417	33,271	2,527 61	219 15	2,776 76
Iron ore.....						
Kryolite.....	287	287	287		32 29	32 29
Lead and lead oil.....	77	173	250	10 20	27 17	33 37
Meat, all kinds.....	73	661	734	4 37	27 63	32 00
Meat, other than pork.....	78	38	116	11 19	5 37	16 56
Marble.....						
Manilla.....	141	5	146	28 18	1 00	29 18
Molasses.....	433	433	652	70 80	25 32	96 12
Nails.....	5,264	375	5,822	1,077 56	66 77	1,144 33
Oats.....	20,655	23,175	23,511	10 41	1,037 78	1,068 19
Oil (in barrels).....	2,231	1,284	3,675	436 22	240 72	6,096 94
Oil cake.....	5	889	894	0 46	41 45	44 91
Pease.....	10	681	691	0 66	68 01	68 70
Potatoes.....	84	54	138	9 08	3 43	12 51
Pork.....	366	210	576	35 28	14 88	50 16
Paint.....	1,573	463	2,070	315 00	86 60	401 60
Pitch and tar.....	154	9	320	45 59	1 00	46 79
Rags.....	176	35	371	39 70	7 00	46 70
Rye.....	1,682	1,682	1,682		42 05	42 05
Flax seed.....						
Rosin.....	11	9	1,400	71 13	1 20	72 33
Salt.....	3,534	102	3,804	384 41	8 41	392 82
Stone intended for cutting.....	1	1	1	0 06	0 06	0 06
" wrought.....	2	175	177	0 20	8 75	8 95
" not suitable for cutting, unwrought.....	75	12,142	12,217	11 25	242 55	253 80
Seeds, all kinds.....	3,397	1	3,633	142 08	0 04	142 12
Sheep.....	76	5	81	3 20	0 31	3 51
Soda ash.....	884	44	948	183 10		183 10
Steel.....	2,333	219	2,552	304 33	32 41	336 74
Sugar.....	8,881	243	11,443	2,216 58	22 20	2,238 78
Spirits, beer, &c.....	1,220	725	2,231	277 75	128 11	405 86
Tobacco (raw).....	6	3	9	0 81	0 45	1 26
Tallow.....	3,138	9	3,964	779 93	1 05	1 05
Tin.....	21	40	4,004	4 05	8 00	787 93
Turpentine.....	1,466	720	2,186	196 29	6,547 91	6,744 20
White-lead.....	752	37	789	148 08	6 65	154 73
Whiting.....	603	6	609	119 98	1 05	121 03
Wood.....	1	1	1	0 04		0 04
All other goods and merchandise not enumerated.....	39,744	15,223	63,359	7,696 27	2,129 25	9,825 92
Barrel, empty.....	695	1,026	1,721	70 35	51 47	121 82

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Lard and lard-oil.....	14				2,833		2,847	2,847	
Mead.....	270						270	270	
Merchandise.....	109				742		851	851	
Molasses.....					820		820	820	
Nails.....	22				42		64	64	
Oats.....	8,502				12,902		21,404	21,404	
Oil-cake.....	37				9,192		9,229	9,229	
Oils.....	15,608				5,092		20,700	20,700	
Pitch and tar.....					53		53	53	
Rye.....					1,711		1,711	1,711	
Salt.....	21				147		168	168	
Soda ash.....					59		59	59	
Steel.....					48		48	48	
Sugar.....					2,019		2,019	2,019	
Tallow.....					53		53	53	
Tin.....					53		53	53	
Tobacco.....					204		204	204	
Wheat.....	181,056				9,449		190,505	190,505	
Whiskey, &c.....	24				611		635	635	
Lumber, sawn, in vessels.....	852			931	2,174		3,957	3,957	
Square timber.....	7,260						1,260	1,260	
Iron ore.....	3,837						3,837	3,837	
Coal.....	7,386				21,365		29,351	29,351	
Coal, free per O. C.....			493				81,452	81,452	
Grand total freight.....	329,363	751,571	148,493	308	1,796	8,008	571,172	1,266,683	1,752,855
Total tolls on vessels.....									10,841 50
passengers.....									9,039 59
Free goods.....									1,750 80
Total tolls.....									47,030 78
Fines.....									81,579 95
* Damages.....									65 00
Wharfage, storage and winterage.....									566 78
Other receipts.....									804 18
Total revenue, exclusive of hydraulic rent.....									130,046 69

* Amount of damages not included in above, \$440.86.

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, June 15, 1906

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Iron, railway.....	33	15	33	33	15	48	4 95	2 25	7 20
" pig.....	972	40	1,172	1,172	40	1,212	175 80	6 00	181 80
" all other.....	9,576	1,005	11,806	39	1,044	12,850	1,770 90	156 60	1,927 50
" ore.....									
Lard and lard oil.....	52	137	52	52	137	189	7 80	20 55	28 35
Meat, all kinds.....	8	5	8	8	5	13	1 20	75	1 95
Meat, other than pork.....	68	35	68	68	35	103	10 20	5 25	15 45
Mamilla.....	139	5	139	139	5	144	27 80	1 00	28 80
Molasses.....	13	93	13	13	93	106	2 60	18 60	21 20
Nails.....	4,806	308	4,989	4,989	308	5,297	997 80	61 60	1,059 40
Oats.....	3,632		2,520	2,520	6,152	6,152		615 20	615 20
Oil (in barrels).....	1,784	1,174	1,910	1,910	1,174	3,084	382 00	234 80	616 80
Oil cake.....		680			680	680		68 00	68 00
Pears.....	23	5	23	23	5	28	3 45	75	4 20
Potatoes.....	25	44	25	25	44	69	3 75	6 60	10 35
Pork.....	1,438	423	1,472	1,472	423	1,895	294 40	84 60	379 00
Paint.....	6	62	68	68	5	73	13 60	1 00	14 60
Pitch and tar.....	88	35	92	92	35	127	18 40	7 00	25 40
Rye.....		5			5	9	80	1 00	1 80
Rosin.....	4		4	4		762	108 30	6 00	114 30
Salt.....	722	40	722	722	40				
Stone intended for cutting.....									
Stone, wrought.....									
Stone, not suitable for cutting, unwrought.....									
Seeds, all kinds.....	6		41	41		41	6 15		6 15
Sheep.....	860		904	904		904	180 80		180 80
Soda ash.....	1,588	215	1,588	1,588	215	1,803	238 20	32 25	270 45
Steel.....	8,226	67	10,542	10,542	67	10,612	2,109 00	13 40	2,122 40
Sugar.....	67 4	604	963	963	604	1,567	192 48	120 80	313 28
Spirits, beer, &c.....	5	3	5	5	3	8	75	45	1 20
Tobacco (raw).....		5			5			75	75
Tallow.....	2,920	40	3,746	3,746	40	3,786	749 20	8 00	757 20
Tin.....	6		6	6		6	1 20		1 20
Turpentine.....	400	17,119	1,120	1,120	17,119	18,239	168 00	1,711 90	1,879 90
Wheat.....	524	32	524	524	32	556	104 80	6 40	111 20
White lead.....	577	5	577	577	5	582	115 40	1 00	116 40
Whiting.....									
Wool.....									
All other goods and merchandise not enumerated.....	24,188	7,822	30,559	30,559	8,178	38,737	6,169 02	1,635 60	7,744 62
Bark.....			96	96		96	18 62		18 62
Barrels, empty.....									
Boat knees.....									
Floats.....									
Firewood, in vessels.....	21,280		144,297	144,297		144,297	9,915 80		9,915 80
" rats.....									
Hoops.....									

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Through Article transported on the St. Lawrence Canals—Continued

Articles.	From Canadian to Canadian 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.				
Hop poles.....	5,196						12,249	1,415	13,700	1,069 06	130 50	1,199 56
Lumber, sawn, in vessels.....	1,451	7,053										
" rafts.....												
Masts, spars, and telegraph poles, in vessels.....	350						4,416	350	4,416	386 10	28 00	386 10
" rafts.....												
Railway ties, in vessels.....	639	3,717						2,100	2,100		200 00	200 00
" rafts.....												
Saw logs.....	2,100											
Staves and headings, barrel pipe.....												
" " W. India.....												
Staves, salt barrel.....												
Shingles.....												
Split posts and fence rails, in vessels.....												
" rafts.....												
Timber, square, in vessels.....	2							2	2		10	10
" rafts.....								320	320		32 00	32 00
Traverses.....												
Woodenware and wood partly manufactured.....	32						32	4	36	12 40	1 60	14 00
Total freight heretofore paying tolls, now free.....	96,040	106,045	148,000				244,040	379,016	623,056	26,862 38	55,519 13	82,381 51
Articles having passed the full length of the Welland Canal, free:—												
Barley.....		5,885						37,722	43,607			
Clay, lime and sand.....								22	22			
Corn.....		10,697						84,204	84,204			
Crockery and earthenware.....		93	2,144					93	93			
Flaxseed.....								15,694	15,694			
Flour.....		2,700						11,871	14,571			

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Glass.....	10	21	21	21	21	21	21	21	21
Iron, railway.....	35	349	349	349	349	349	349	349	349
" all other.....	14	2,833	2,833	2,833	2,833	2,833	2,833	2,833	2,833
Lard and lard oil.....	270	742	742	742	742	742	742	742	742
Mead.....	109	820	820	820	820	820	820	820	820
Merchandise.....	22	42	42	42	42	42	42	42	42
Molasses.....	8,502	12,902	12,902	12,902	12,902	12,902	12,902	12,902	12,902
Nails.....	37	9,132	9,132	9,132	9,132	9,132	9,132	9,132	9,132
Oats.....	15,608	5,092	5,092	5,092	5,092	5,092	5,092	5,092	5,092
Oil-cake.....		53	53	53	53	53	53	53	53
Oils.....		1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711
Pitch and tar.....	21	147	147	147	147	147	147	147	147
Rye.....		59	59	59	59	59	59	59	59
Salt.....		48	48	48	48	48	48	48	48
Soda-ash.....		2,019	2,019	2,019	2,019	2,019	2,019	2,019	2,019
Steel.....		53	53	53	53	53	53	53	53
Sugar.....		53	53	53	53	53	53	53	53
Tallow.....		53	53	53	53	53	53	53	53
Tin.....		204	204	204	204	204	204	204	204
Tobacco.....		9,449	9,449	9,449	9,449	9,449	9,449	9,449	9,449
Wheat.....	181,056	611	611	611	611	611	611	611	611
Whiskey, &c.....	24	2,174	2,174	2,174	2,174	2,174	2,174	2,174	2,174
Lumber sawn (in vessels).....	852	931	931	931	931	931	931	931	931
Square timber.....	1,260								
Iron ore.....	3,837								
Coal.....	7,986								
Coal, free per O.C.....	8,518								
Grand total, freight.....	345,045	479,600	479,600	479,600	479,600	479,600	479,600	479,600	479,600
	148,000	931	931	931	931	931	931	931	931
	104,558	827,720	827,720	827,720	827,720	827,720	827,720	827,720	827,720
		1,080,278	1,080,278	1,080,278	1,080,278	1,080,278	1,080,278	1,080,278	1,080,278
		7,040 57	6,726 24	6,726 24	6,726 24	6,726 24	6,726 24	6,726 24	6,726 24
		1,006 07	2,451 40	2,451 40	2,451 40	2,451 40	2,451 40	2,451 40	2,451 40
		34,909 02	64,636 77	64,636 77	64,636 77	64,636 77	64,636 77	64,636 77	64,636 77
		13,766 81	3,457 47	3,457 47	3,457 47	3,457 47	3,457 47	3,457 47	3,457 47
		99,605 79							

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.

RICHARD DEVLIN,
Compiler of Canal Statistics.

6-7 EDWARD VII., A. 1907

APPENDIX A—Continued.

No. (A) 6.—GENERAL STATEMENT showing the Quantity of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1905.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		From United States to United States Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Up.	Down.		cts.	cts.
Ashes, pot and pearl.....	5	28							5	28	33	0 95	1 40	2 35		
Apples.....	311	447							311	447	758	12 55	17 31	29 86		
Agricultural products not enumerated, vegetables.....	309	50							309	50	359	15 98	2 18	18 16		
Agricultural products not enumerated, animal.....	1,095	601							1,095	601	1,696	44 80	26 03	70 83		
Agricultural implements.....	140	15							140	15	155	16 18	0 80	16 98		
Barley.....	51	10,125							54	10,125	10,179	2 06	253 17	255 23		
Bricks.....	15,538	24			190				15,728	24	15,752	611 50	0 91	612 41		
Bones.....	1	2							1	2	3	0 04	0 15	0 19		
Brimstone.....	1,176								1,176		1,176	115 51		115 51		
Backwheat.....	2	18							2	18	20	0 12	0 55	0 67		
Cement and water lime.....	1,345	272			159				1,502	272	1,774	74 59	10 30	84 89		
Clay, lime and sand.....	34,521	42,783			2,749				37,270	42,783	80,053	1,413 97	1,609 61	3,023 58		
Coal.....	4,153				30				24,256		24,286		1,400 39	1,400 39		
Corn.....	1,710	60,183							1,710	71,255	72,965	47 98	1,965 08	2,013 06		
Cattle.....	100	435							100	435	535	6 60	30 62	37 22		
Cotton, raw.....																
Crockery and earthenware.....	63								63		63	11 20		11 20		
Dye wood and dye stuffs.....	5								5		5	0 50		0 50		
Fish.....	35	5							35	5	40	1 72	0 20	1 92		
Flax and hemp.....																
Flour.....	2,063	8,702							2,063	8,702	10,765	139 49	383 50	522 99		
Furniture.....	334	907							334	907	1,241	39 79	52 00	91 79		
Gypsum.....																
Glass, all kinds.....	162	3							162	3	165	29 76	0 15	29 91		
Hay, pressed.....	3,310	4,003							3,310	4,003	7,313	124 36	219 50	343 86		
Hogs.....	21	2							21	2	23	0 84	0 15	0 99		
Horses.....	427	764							427	764	1,191	21 93	31 49	56 42		

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Hides and skins, horns and hoofs	4	7	11	0 27	0 46	0 73
Ice	526	17	543	20 59	1 21	21 80
Iron, railway	523	501	2,360	83 03	18 79	101 82
" pig	17,838	1,336	18,009	756 71	92 55	849 26
" all other			20,421			
" ore			287		32 29	32 29
Kryolite	287				1 62	4 02
Lard and lard oil	25	36	61	2 40	3 17	30 05
Meal, all kinds	65	656	721	3 17	26 88	30 05
Meat, other than pork	10	3	13	0 99	0 12	1 11
Marmite						
Mamila	2		2	0 38		0 38
Molasses	420	126	546	68 20	6 72	74 92
Nails	458	67	525	79 76	5 17	84 93
Oats	336	17,023	17,359	10 41	442 58	452 99
Oil, in barrels	447	34	481	74 22	5 92	80 14
Oil cake	5	889	894	0 46	44 45	44 91
Pease	10	10	11	0 66	0 04	0 70
Potatoes	61	49	110	5 63	2 68	8 31
Pork	341	166	507	31 53	8 28	39 81
Paint	135	40	175	20 60	2 00	22 60
Pitch and tar	148	95	243	31 99	0 20	32 19
Rags	88	156	244	244	21 30	21 30
Rye			1,682	1,682	42 65	42 65
Rosin	7		1,387		0 20	70 53
Flax seed			1,387			
Salt	2,812	168	2,980	276 11	2 41	278 52
Stone intended for cutting	1		3,042		0 06	0 06
" wrought	2	175	177	0 20	8 75	8 95
" not suitable for cutting, unwrought	75	12,142	12,217	11 25	242 55	253 80
Seeds, all kinds	3,591	1	3,592	135 93	0 04	135 97
Sheep	76	5	81	3 20	0 31	3 51
Soda ash	24	20	44	2 30		2 30
Steel	749	44	793	66 13	0 16	66 29
Sugar	655	176	831	107 58	8 80	116 38
Spirits, beer, &c	546	121	667	85 27	7 31	92 58
Tobacco, raw	1	1	1	0 06		0 06
Tallow	4		4		0 30	0 30
Tin	218		218	30 73		30 73
Turpentine	15		15	2 85		2 85
Wheat	1,066	193,442	194,508	28 29	4,836 01	4,864 30
White lead	228	5	233	43 28	0 25	43 53
Whiting	26	1	27	4 58	0 65	4 63
Wool	1	1	1	0 04		0 04
All other goods and merchandise not enumerated	15,556	303	16,386	1,587 25	493 65	2,080 90
Bark		527		24,622		24,622
Barrels, empty	599	1,026	599	1,625	51 47	1,03 20

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article of Way F reight transported on the St. Lawrence Canals—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.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		§ cts.	§ cts.	
Boat keels.....														
Floats.....														
Firewood, in vessels.....	3,225	3,157							3,225	3,157	6,382	102 50	88 90	191 40
" rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	38,959	7,321							38,964	7,321	46,285	992 23	204 31	1,196 54
" rafts.....														
Masts, spars and telegraph poles, in vessels.....		40								40	40		1 00	1 00
Masts, spars and telegraph poles, in rafts.....		10,967								10,967	10,967		274 50	274 50
Railway ties, in vessels.....		15								15	15		0 38	0 38
" rafts.....														
Saw logs.....		1,758								1,758	1,758		40 00	40 00
Staves and headings, barrel pipe.....														
" W. India.....														
Staves, salt barrel.....	2	9							2	9	11	0 33	1 50	1 83
Slings.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....	11	80							11	80	91	0 70	1 00	1 70
Timber, square, in vessels.....	738	10,333							738	10,333	11,271	20 25	250 08	270 33
" rafts.....														
Traverses.....														
Woodware and wood partly manufactured.....	41	479							41	479	520	8 20	94 80	103 00
Total freight heretofore paying tolls, now free.....	153,387	406,526	308	865	6,985	31,145	160,080	438,536	7,576 10	13,351 23	20,927 33			

Coal, free, per Order in Council.....	71,418	493		1,023	72,934	72,934	
Corn, free, having passed through Welland Canal.....				427	427	427	
Grand total, way freight....	224,805	493	308	8,008	31,572	233,614	438,963
							672,577
Total tolls on vessels.....							
" passengers.....							3,800 93
" free goods.....							744 73
							1,218 60
							12,121 76
							16,883 18
							20,004 94

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.

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.....	72	218,204		74,478					72	292,682	292,754	20
Lumber, sawn, in vessels.....		46								46		81
" " rafts.....												
Masts, spars, and telegraph poles, in vessels.....												
" " rafts.....		49								49	19	63
Railway ties, in vessels.....												
" " rafts.....												
Saw logs.....												
Staves and headings, barrel.....												
" " paper.....												
" " West India.....												
Staves, salt barrel.....		14								14	14	93
Shingles.....												
Split posts and fence rails, in vessels.....												
" " rafts.....												
Timber, square, in vessels.....	40	240							40	240	280	98
" " rafts.....		3,035								3,035	3,035	03
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight heretofore paying tolls, now free.....	263	295,600		74,478					263	371,078	371,341	77
Free, per Order in Council—												
Floats.....		17,601								17,601	17,601	
Lumber sawn (in rafts).....		541								541	541	
Shingles.....												
Timber, square.....		1,280								1,280	1,280	
Freight, grand total.....	263	316,030		74,478					263	390,508	390,771	

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Total tolls on vessels.....	2,893 96
" passengers..	260 70
" free goods.....	\$171 48
	Total tolls.....
Fines.....	28,949 43
Wharfage and winterage.....	4 00
Other receipts.....	27 60
	16 00
	Total revenue, exclusive of hydraulic rents.....
	28,997 03

Damages \$7 not included in above.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.RICHARD DEVLIN,
Compiler of Canal Statistics.

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APPENDIX A—Continued.

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1905.

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.....	19	1,290							19	1,293	1,312	89 93
Agricultural products not enumerated, vegetables.....												
" " animal.....	47	18	561						561	18	579	56 73
Agricultural implements.....									47	38	85	3 18
Bricks.....	348						2,171		348	2,171	2,519	277 21
Bones.....												
Brimstone.....												
Buckwheat.....	93						701		93	701	794	73 21
Cement and water lime.....	720						9,692		720	9,692	10,412	1,048 63
Clay, lime and sand.....	840	5					74,971		840	74,976	75,816	7,579 69
Coal.....												
Corn.....	8	137							8	137	145	5 06
Cattle.....												
Cotton (raw).....	2	275							2	275	277	24 25
Crockery and earthenware.....												
Dye wood and dye stuffs.....												
Fish.....												
Flax and hemp.....												
Flour.....	520	61							520	64	584	19 74
Furniture.....												
Gypsum.....	7											
Glass (all kinds).....												
Hay (pressed).....	277	9,163	7,990						8,267	9,164	17,431	885 37
Hogs.....												
Horses.....	7	10							7	10	17	65
Hides and skins, horns and hoofs.....												
Ice.....												
Iron, railway.....	44	3										
" pig.....									44	858	902	87 08
" all other.....	98	56							1,176	1,176	1,176	117 60
									98	57	155	5 33

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APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal and the Amount of Tolls heretofore Collected, now Free, during the Season of Navigation in 1905.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl	10								10		10	0 87
Apples	33	226							33	226	259	8 05
Agricultural products not enumerated, vegetables animals	12	35							12	35	47	1 26
" "	47	2,781							47	2,781	2,828	204 06
Agricultural implements	92	184							92	184	276	33 04
Barley	80						25		80	105	105	2 47
Bricks	512	80	100						612	80	692	23 89
Bones												
Brimstone												
Buckwheat												
Cement and water lime	326	203							325	203	529	13 92
Clay, lime and sand	389	3,982							389	3,982	4,371	102 13
Coal		281					10,919			11,200	11,200	432 13
Corn	1	3							1	3	4	0 12
Cattle	1								1		1	0 03
Cotton (raw)												
Crockery and earthenware	4	22							4	22	26	2 34
Dye wood and dye stuffs	5								5		5	0 44
Fish	3								3		3	0 07
Flax and hemp												
Flour	363	284							363	284	647	18 79
Furniture	43	45							43	45	88	8 21
Gypsum												
Glass (all kinds)	91	21							91	21	112	12 41
Hay (pressed)	663								663		663	17 13
Horses	2	5							2	5	7	0 20
Hides and skins, horns and hoofs	1	1							1	1	2	0 03
Iron, railway	19	1							19	1	20	0 48
" pig	175								175		175	6 18
" all other	628	16							628	16	644	19 72

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No. (A) 9.—(GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron ore.....									140	125	265	493
Kryolite and other ore, except iron.....		125	140						25		25	0 69
Lard and lard oil.....	29								3		3	0 09
Meal, all kinds.....	3								13		13	0 36
Meat, other than pork.....	13											
Marble.....												
Manilla.....	1	5							1	5	6	0 53
Masses.....	115	3							115	3	118	13 32
Nails.....	436	17							436	17	453	46 69
Oats.....	598								300	508	808	21 41
Oil (in barrels).....	300	121								121	421	37 81
Oil cake.....												
Pease.....												
Potatoes.....	31	4							31	4	35	0 98
Pork.....	175	5							175	5	180	5 63
Palm.....	105	4							105	4	109	11 00
Pitch and tar.....	87	15							87	15	102	8 89
Rags.....	24	55							24	55	79	6 92
Rye.....												
Rosin.....	7								7		7	0 61
Salt.....	2,017	187							2,017	187	2,204	58 63
Stone intended for cutting.....												
" wrought.....	2	1							2	1	3	0 27
" not suitable for cutting, unwrought.....												
Seeds, all kinds.....												
Sheep.....												
Soda ash.....												
Steel.....	119								119		119	4 50
Sugar.....	284	111							284	111	395	41 51
Spirits, beer, &c.....	355	151							355	151	506	44 91
Tobacco (raw).....	12								12		12	0 29
Tallow.....												
Tin.....	7								7		7	0 62
Turpentine.....	15								15		15	1 31
Wheat.....	63	914							63	914	977	22 81

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White lead	173	5	173	5	178	15 86
Whiting	14		14		14	1 23
Wool	2,133	1,147	2,133	1,147	3,280	309 01
All other goods and merchandise not enumerated.	9		9		9	0 82
Bark	31	27	34	27	61	4 89
Barrels, empty	200		200		200	3 50
Boat knees	4,671	1,548	4,671	1,548	6,219	126 17
Floats						
Firewood, in vessels.						
" rafts.						
Hoops						
Hop poles						
Lumber, sawn, in vessels.	6,081	8,905	6,887	12,599	19,486	1,114 73
" rafts.	4	87	4	87	91	3 56
Masts, spars, and telegraph poles, in vessels	2		2		2	0 06
" rafts						
Railway ties, in vessels	523		523		523	20 63
" rafts						
Saw logs						
Staves and headings, barrel						
" pipe						
" West India						
Staves, salt barrel						
Shingles	270	29	270	34	304	67 93
Split posts and fence rails, in vessels.	10		10		10	0 77
" rafts						
Timber, square, in vessels.						
" rafts.						
Traverses	200		200		200	1 27
Woodenware and wood partly manufactured	3		3		3	0 90
Total freight heretofore paying tolls, now free.	21,939	22,233	10,949	3,694	22,988	2,911 17

Total tolls on vessels..... 2,006 60
 " passengers..... 671 66

Wharfage..... 5,589 43
 Winterage..... 8 40
 Other receipts..... 161 00
 16 00

Total revenue, exclusive of hydraulic rents..... 5,774 83

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, June 15, 1906.

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	47	71	47	71	47	71	118	1 18
Iron, all other.....								
Iron ore.....	15		15				15	0 15
Kryofite chemical ore and other ore, except iron.....	1		1				1	0 01
Lard and lard oil.....	399		399				399	3 99
Meal, all kinds.....	116		116				116	1 16
Meats, other than pork.....	29	1,878	29	1,878			1,907	19 07
Marble.....	16	200	16	200			216	2 16
Manilla.....	378	3	378	3			381	3 81
Nails.....	29		29				29	0 29
Oats.....	2,493	5	2,493	5			2,498	24 98
Oil (in barrels).....	250	25	250	25			275	2 75
Oil cake.....								
Pease.....	46		46				46	0 46
Potatoes.....	6,909	5	6,909	5			6,914	69 14
Pork.....	115		115				115	1 15
Paint.....	6		6				6	0 06
Pitch and tar.....	4		4				4	0 04
Rags.....								
Rye.....								
Flax seed.....								
Rosin.....								
Salt.....	808		808				808	8 08
Stone intended for cutting.....	2		2				2	0 02
" wrought.....	34		34				34	0 34
" not suitable for cutting, unwrought.....	138	3,221	138	3,221			3,359	33 59
Seeds, all kinds.....	4		4				4	0 04
Sheep.....	5		5				5	0 05
Soda ash.....	10		10				10	0 10
Steel.....	5		5				5	0 05
Sugar.....	139		139				139	1 39
Spirits, beer, &c.....	65		65				65	0 65
Tobacco (raw).....	2		2				2	0 02
Tallow.....								
Th.....	41		41				41	0 41
Turpentine.....								
Wheat.....								
White lead.....								
Whiting.....								
Wool.....								
All other goods and merchandise not enumerated.....	938	5	938	5			943	9 43
Bark.....	75		75				75	0 75
Barrels, empty.....	25	25	25	25			50	0 50
Boat knees.....								
Boats.....								
Fire wood, in vessels.....								
" rafts.....		306		306			306	3 06
Hoops.....								
Hoop poles.....	3		3				3	0 03
Lumber, sawn, in vessels.....	8,280	25	8,280	25			8,305	83 05

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter 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. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Lumber, sawn, in rafts.....		20								20	20	0 20
Masts, spars and telegraph poles, in vessels.....												
" " " " rafts.....												
Railway ties, in vessels.....												
" " " " in rafts.....	95	200							95	200	295	2 95
Sawn logs.....	10								10		10	0 10
Staves and headings, barrel.....												
" " " " pipe.....												
" " " " West India.....												
Staves, salt barrel.....	509								509		512	5 12
Shingles.....	230	310							230	310	540	5 40
Split posts and fence rails, in vessels.....												
" " " " rafts.....	83	10							83	10	93	0 93
Timber, square, in vessels.....												
" " " " rafts.....												
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight heretofore paying tolls, now free.....	27,951	53,126							27,951	53,126	81,077	810 77
Total tolls on vessels.....												2,101 19
Other receipts.....												2,911 96
Total receipts.....												5,013 15

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.

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APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1905.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.												
Apples.	453	375							453	375	828	15 73
Agricultural products not enumerated, vegetables.	560	400							560	400	960	18 42
" " annual.	395	468							395	468	863	16 49
Agricultural implements.										633	633	11 87
Barley		633							54		54	1 03
Bricks.	54											
Bones.												
Brinstone.												
Buckwheat.												
Cement and water lime.	21	17							21	17	38	0 74
Clay, lime and sand.	5								5		5	0 10
Coal.		215					2,300			2,515	2,515	47 18
Corn.	1								1		1	0 02
Cattle.												
Cotton (raw)	177	260							177	260	437	11 01
Crockery and earthenware												
Dye wood and dye stuffs.												
Fish.												
Flax and hemp.												
Flour	100	80							100	80	180	3 38
Furniture	472	566							472	566	1,038	26 30
Gypsum.												
Glass (all kinds).												
Hay (pressed).	366	279							366	279	645	16 29
Hogs.												
Horses.	5	4							5	4	9	0 18
Hides and skins, horns and hoofs.	10								10		10	0 19
Ice												
Iron, railway.	10	36							10	36	46	0 87

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" pig.	1,057	711	1,057	711	1,768	33 54
" all other.						
Iron ore.						
Kryolite chemical ore and other ore, except iron						
Lard and lard oil.	15	53	15	53	68	1 34
Meal, all kinds.	25	20	25	20	87	0 87
Meats, other than pork.	34	52	34	52	86	1 68
Marble.						
Mauilla.						
Molasses.	551	106	551	106	657	16 57
Nails.	27	27	27	27	51	0 51
Oats.	597	1,092	597	1,092	1,689	42 34
Oil (in barrels).						
Oil cake.						
Pease.	9	9	9	9	9	0 04
Potatoes.	62	62	62	62	62	1 23
Pork.	767	397	767	397	1,164	29 32
Paint.						
Pitch and tar.	6	6	6	6	6	0 15
Rags.						
Rye.						
Flaxseed.						
Rosin.						
Salt.	50	62	50	62	112	2 15
Stone intended for cutting.	8	8	8	8	8	0 20
" wrought.	1,773	7	1,773	7	1,773	17 65
" not suitable for cutting, unwrought.						0 14
Seeds, all kinds.						
Sheep.	15	15	15	15	15	0 38
Soda ash.	106	53	106	53	159	3 02
Steel.	746	148	746	148	894	23 51
Sugar.	287	564	287	564	851	21 55
Spirits, beer, &c.	5	7	5	7	12	0 24
Tobacco (raw).						
Tallow.	258		258		258	6 46
Tin.	4		4		4	0 10
Turpentine.	360	48	360	48	408	7 66
Wheat.	259	40	259	40	299	7 56
White lead.	45	7	45	7	52	1 31
Whiting.						
Wool.	5	5	5	5	5	0 10
All other goods and merchandise not enumerated.	4,325	3,789	4,325	3,791	8,116	202 62
Bark.	17		17		17	0 43
Barrels empty.						
Boat knees.						
Floats.						
Fire wood, in vessels.	810	300	810	300	2,526	28 55
" rafts.						
Hoops.						
Hot poles.						

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 Canadian Ports.		From United States to United States Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Lumber, sawn, in vessels.....	59								59		59	6 58
" " rafts.....												
Masts, spars, and telegraph poles, in vessels.....												
" " rafts.....												
Railway ties, in vessels.....												
" " rafts.....												
Saw logs.....												
Staves and headings, barrel.....												
" " pipe.....												
" " West India.....												
Staves, salt barrel.....												
Shingles.....												
Split posts and fence rails, in vessels.....	1								1		1	0 05
" " rafts.....												
Timber, square, in vessels.....												
" " rafts.....												
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight heretofore paying tolls, now free..	14,801	10,904			1,416				2,300	16,217	29,421	626 68
Total tolls on vessels.....												272 77
" " passengers.....												306 44
* Damages.....												1,205 89
Total revenue, exclusive of hydraulic rents.....												1,205 89

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.

RICHARD DEVLIN,
Compiler of Canal Statistics.

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APPENDIX A—Continued.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie Canal during the Season of Navigation in 1905.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
	% cts.											
Ashes, pot and pearl.....												
Apples.....	830		600		331	2,450			1,821	2,450	1,824	
Agricultural products not enumerated, vegetables, annual.....	107								107	2,450	2,557	
Agricultural implements.....	15								15		15	
Barley.....		6,196									41,793	
Bricks.....	473	82				29,873		5,724	473	82	555	
Bones.....												
Brimstone.....												
Backstreet.....												
Buckwheat.....												
Cement and water lime.....	11,725		15,699		87				27,511		27,511	
Clay, lime and sand.....	3	1,380							3	1,380	1,383	
Coal.....	9,337	575		2,200	424,219	1,000	509,893		943,419	3,775	947,224	
Corn.....						4,116				4,116	4,116	
Cattle.....	26	2					3		29	2	31	
Cotton (raw).....												
Crockery and earthenware.....	445	95							445	95	540	
Dye wood and dye stuffs.....	5								5		5	
Fish.....	20	986		36		301		50	20	1,373	1,393	
Flax and hemp.....												
Floor.....												
Furniture.....	280	61,719				124,584		4,581	280	190,878	190,878	
Gypsum.....										280	280	
Glass (all kinds).....	1,675								1,702		1,702	
Hay (pressed).....	2,812							27	2,812		2,812	
Hogs.....	1								1		1	
Horses.....	35	7		1	1				36	8	44	
Hides and skins, horns and hoofs.....		2				41				43	43	
Ice.....												
Iron, railway.....	1,049	26,766	180	13,062	1,613		10,440		13,282	39,828	53,110	

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie Canal—*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.		
	Iron, pig.....	18,199				1,566	4,781			18,199			4,781	22,980
" all other.....	9,991	550		21	1,566		798		12,555	571	12,926	
" ore.....	5,439	74,601	2,000	99,941			1,680	111,969	9,119	2,910,118	2,919,237	
Copper ore.....		32				10,974				11,006	11,006	
Kryolite or chemical ore.....												
Lard and lard oil.....	106								106		106	
Meats, all kinds.....	1	773				3,050			1	3,823	3,824	
Meat, other than pork.....												
Marble.....												
Manilla.....	1,160								1,160		1,160	
Molasses.....	125								125		125	
Nails.....	7,024	1							7,024	1	7,025	
Oats.....	170	7,727				25,315		2,508	170	35,550	35,720	
Oil (in barrels).....	1,253							246	1,499	541	1,499	
Oil cake.....		40						504			541	
Pease.....												
Potatoes.....	25								25		25	
Pork.....												
Paint.....	268								268		268	
Pitch and tar.....	10								10		10	
Rags.....	20								20		20	
Rye.....						1,910				1,910	1,910	
Flax seed.....		656				46,679		1,964		53,882	53,882	
Rosin.....												
Salt.....	2,394					17,413		479	20,286		20,286	
Stone intended for cutting.....												
" wrought.....	5											
" not suitable for cutting, unwrought.....	150											
Seeds, all kinds.....	21							9,563	12,824		12,824	
Sleep.....									21		21	
Soda ash.....	18								18		18	
Steel.....	60	1,038							180	1,698	1,878	
Sugar.....	2,440					9,625			4,965		4,965	
Spirits, beer, &c.....	1,472								1,472		1,472	

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APPENDIX

No. (A) 14.—STATEMENT of Traffic on the undermentioned Canals, and the Amount

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam.....	374,538	6,202 79	913,265	6,856 05	69,949	252 14
United States vessels, steam.....	567,776	8,834 07	320,529	2,421 71	27,068	274 33
Canadian vessels, sail.....	104,851	2,278 55	1,042,120	9,433 92	713	13 22
United States vessels, sail.....	54,330	1,133 64	92,287	1,169 41	281,387	3,884 84
Total, Class No. 1.....	1,101,495	18,449 05	2,368,201	19,881 09	379,112	4,424 53
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	1,282	125 65	104,707	5,420 80	3,108	47 84
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	525	79 50	17,201	829 76	2,519	277 21
Brimstone.....			1,176	115 51		
Buckwheat.....			719	70 57		
Cement and water lime.....	50	7 50	2,041	124 94	794	73 24
Clay, lime and sand.....	375	59 45	80,055	3,023 88	10,412	1,048 63
Fish.....	101	15 15	41	2 07		
Gypsum.....						
Iron, railway.....	2,651	474 70	591	29 00	902	87 08
" pig.....	1,310	245 50	3,572	283 62	1,176	117 60
" all other.....	9,602	1,567 55	33,271	2,776 76	155	5 33
Steel.....	948	144 60	2,552	336 74		
Salt.....	226	44 10	3,804	392 82	608	43 02
Stone, for cutting.....			1	0 06		
Apples.....			4,544	597 76	1,312	89 93
Barley.....	55,432	5,543 20	16,239	861 23		
Corn.....	180,921	18,092 10	76,464	2,363 46	2	0 20
Cotton (raw).....			2	0 30		
Flax and hemp.....						
Flour.....	38,512	7,702 40	11,554	641 34	584	19 74
Hay (pressed).....	206	40 00	7,313	343 86	17,431	885 37
Meals (all kinds).....	9,807	1,961 35	734	32 00	2	0 07
Oil cake.....	10,119	2,023 80	894	44 91		
Oats.....	36,072	3,607 20	23,511	1,068 19	1,891	63 19
Pease.....	76	7 60	691	68 70	11	0 37
Potatoes.....			138	12 51	7	0 24
Rye.....	1,711	171 10	1,682	42 05		
Flax seed.....	15,694	1,569 40				
Seeds (all kinds).....	43	4 30	3,633	142 12	30	1 03
Tobacco (raw).....	204	40 80	9	1 26		
Wheat.....	254,458	24,946 37	212,747	6,744 20		
All other agricultural products, vege- tables.....			2,646	361 21		
Bones.....			8	0 94		
Cattle.....			535	37 22	145	5 06
Hogs.....			23	0 99		
Hides and skins, horns and hoofs.....	46	9 20	22	2 38		
Horses.....			1,260	66 77	17	0 65
Lard and lard oil.....	2,847	569 40	250	32 37	2	0 07
Meats (other than pork).....	102	19 65	116	16 56		
Pork.....	273	54 60	576	50 16	2	0 08
Sheep.....			81	3 51	81	2 88
Tallow.....	570	88 15	9	1 05		
Wool.....	21	4 10	1	0 04		
All other agricultural products, animal.....			5,379	623 28	579	56 73
Total, class No. 3.....	622,896	69,083 87	516,085	22,146 10	38,662	2,777 72

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A—Continued.

of Tolls heretofore collected, now free, during the Season of Navigation in 1905.

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.	
214,627	225 23	138,059	882 51	149,342	1,273 92	27,890	557 81	95,477	469 18	1,656,964
9,733	31 43	88,380	1,274 25	1,633	36 95	75,906	1,520 12	17	1 25	3,442,809
2,411	9 25	14	0 25	29,432	574 94	1,067	21 34	27,241	107 05	146,324
2,066	6 86	31,444	736 95	6,122	120 79	96	1 92	.....	.....	291,540
228,837	272 77	257,897	2,893 96	186,559	2,006 60	104,959	2,101 19	122,735	577 48	5,537,637
No.		No.		No.		No.		No.		No.
25,204	306 44	21,284	260 70	24,394	671 66	.....	.....	27,419	203 93	26,147
Tons.		Tons.		Tons.		Tons.		Tons.		Tons.
54	1 03	.....	.....	692	23 89	2,226	22 26	42	0 42	555
.....	.....	.....	.....	.....	.....	.....	.....	1	0 01	.....
.....	.....	2	0 12	.....	.....	.....	.....	.....	.....	.....
38	0 74	1	0 06	529	13 92	945	9 45	33	0 33	27,511
5	0 10	14,080	603 35	4,371	102 13	237	2 37	.....	.....	1,383
.....	.....	11	0 66	3	0 07	2,332	23 32	.....	.....	1,393
.....	.....	.....	.....	.....	.....	280	2 80	.....	.....	.....
46	0 87	.....	.....	20	0 48	195	1 95	.....	.....	53,110
.....	.....	.....	.....	175	6 18	24	0 24	.....	.....	22,980
1,768	33 54	24	1 59	644	19 72	118	1 18	.....	.....	12,926
159	3 02	.....	.....	119	4 50	5	0 05	.....	.....	1,878
112	2 15	100	9 75	2,204	58 63	808	8 08	.....	.....	20,286
.....	.....	.....	.....	.....	.....	2	0 02	.....	.....	.....
828	15 73	340	19 87	259	8 05	110	1 10	.....	.....	1,824
633	11 87	.....	.....	165	2 47	11	0 11	13	0 13	41,793
1	0 02	1	0 06	4	0 12	.....	.....	.....	.....	4,116
.....	.....	57	3 29	7	0 17	.....	.....	.....	.....	.....
180	3 38	107	9 01	647	18 79	1,451	14 51	25	0 25	190,878
.....	.....	4,433	413 23	663	17 13	502	5 02	.....	.....	2,812
45	0 87	.....	.....	3	0 09	399	3 99	18	0 18	3,824
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	544
27	0 51	1,016	92 72	508	21 41	2,498	24 98	15	0 15	35,720
.....	.....	.....	.....	.....	.....	46	0 46	126	1 26	.....
2	0 04	282	16 60	35	0 98	6,914	69 14	19	0 19	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,910
7	0 14	.....	.....	2	0 05	4	0 04	.....	.....	53,882
12	0 24	.....	.....	12	0 29	2	0 02	.....	.....	21
.....
408	7 66	.....	.....	977	22 81	.....	.....	484	4 84	779,493
969	18 42	4	0 28	47	1 26	247	2 47	.....	.....	2,557
.....	.....	7	0 50	.....	.....	37	0 37	.....	.....	.....
.....	.....	734	61 33	1	0 03	22	0 22	.....	.....	31
.....	.....	126	9 90	.....	.....	3	0 03	292	3 11	1
10	0 19	15	1 13	1	0 03	.....	.....	.....	.....	43
9	0 18	221	13 42	7	0 20	6	0 06	.....	.....	44
68	1 34	.....	.....	25	0 60	1	0 01	.....	.....	106
86	1 68	.....	.....	13	0 36	116	1 16	.....	.....	1
62	1 23	5	0 38	180	5 63	115	1 15	.....	.....	.....
.....	.....	448	40 78	.....	.....	5	0 05	.....	.....	1
.....	.....	8	0 80	.....	.....	.....	.....	.....	.....	.....
5	0 10	.....	.....	.....	.....	.....	.....	.....	.....	2,462
863	16 49	2,824	251 14	2,828	204 06	4	0 04	.....	.....	.....
6,397	121 54	24,846	1,549 97	15,081	531 05	19,665	196 65	1,068	10 87	1,264,108

No. (A) 14.—STATEMENT of Traffic on the undermentioned Canals and the Amount

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.....			47	5 15		
Agricultural implements.....	552	110 40	155	16 98	85	3 18
Crockery and earthenware.....	202	34 95	540	106 60	277	24 25
Dry woods and dry stuffs.....			20	3 50		
Furniture.....	13	1 95	3,554	554 39	7	0 24
Glass (all kinds).....	323	49 70	3,248	646 51		
Marble.....	568	85 20				
Manilla.....	15	2 25	146	29 18	1	0 04
Molasses.....	883	176 60	652	96 12	68	2 33
Nails.....	3,284	495 85	5,822	1,144 33	104	3 63
Oil (in barrels).....	24,314	4,836 20	3,675	696 94	105	5 37
Paint.....	269	42 45	2,070	401 60	1	0 04
Pitch and tar.....	53	10 60	320	46 79	728	72 80
Rags.....	4	0 80	371	46 70		
Rosin.....			1,400	72 33	2,119	260 92
Soda ash.....	82	15 65	948	183 10		
Sugar.....	9,281	1,495 75	11,443	2,238 78	158	5 45
Stone (wrought).....			177	8 95		
Tin.....	407	63 70	4,004	787 93		
Turpentine.....	1	0 15	21	4 05		
White lead.....	27	4 40	789	154 73		
Whiting.....	70	10 50	609	121 03		
Whiskey and all other spirits.....	1,464	256 55	2,234	405 86	37	1 27
Merchandise (not enumerated).....	45,645	6,975 22	63,359	9,825 52	4,930	342 33
Total, class No. 4.....	87,457	14,668 87	105,604	1,597 07	8,620	721 85
<i>Class No. 5.</i>						
Bark.....						
Barrels (empty).....	3	0 60	1,721	121 82	64	5 30
Boat knees.....						
Floats.....					333	11 10
Fire wood (in vessels).....	6,582	411 68	150,679	10,107 20	225,360	7,639 87
" (in rafts).....						
Lumber sawn (in vessels).....	93,543	16,830 16	59,985	2,396 10	78,126	4,146 20
" (in rafts).....						
Hoops.....						
Railway ties (in vessels).....	2,248	359 45	4,431	386 48		
" (in rafts).....						
Masts, spars and telegraph poles (in vessels).....			390	29 00		
Masts, spars and telegraph poles (in rafts).....			10,967	274 50	32	1 07
Square timber (in vessels).....	10,760	1,614 00	93	1 80		
" (in rafts).....			11,591	302 33		
Woodenware and wood partly manufactured.....	601	240 40	556	117 00		
Shingles.....	62	20 13	11	1 83	211	22 34
Split posts and fence rails (in vessels).....	12	4 80			210	21 00
" (in rafts).....						
Saw logs.....	381	22 50	3,858	240 00		
Staves and headings (barrel).....						
" " (pipe).....						
" " (West India).....						
" " (salt barrel).....						
Traverses.....						
Hop poles.....						
Total, class No. 5.....	114,192	19,503 72	244,282	13,978 06	304,336	12,116 88

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A—Continued.

of Tolls heretofore collected, now free, during the Season of Navigation in 1905.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
				10	0 87					
		19	2 07	276	33 04					15
437	11 04	12	2 28	26	2 34	13	0 13			540
				5	0 44					5
1,038	26 30	79	10 12	88	8 21	15	0 15	1	0 03	280
645	16 29	46	8 74	112	12 41	10	0 10			1,792
				6	0 53	1,907	19 07			
		5	0 95	118	10 32	216	2 16			1,160
657	16 57			453	46 59	381	3 81			125
1,689	42 34	28	5 14	421	37 81	29	0 29			7,025
1,164	29 32	3	0 57	109	11 00	275	2 75			1,499
		26	4 94	102	8 89	6	0 06			268
6	0 15	136	24 58	79	6 92	4	0 04			10
				7	0 61					20
15	0 38					10	0 10			18
894	22 51			395	41 51	139	1 39			4,965
8	0 20	1	0 10	3	0 27	34	0 34			5
258	6 46	1	0 10	7	0 62	41	0 41			456
4	0 10			15	1 31					
299	7 56			178	15 86					93
59	1 31			14	1 23					160
851	21 55	51	5 27	506	44 94	65	0 65			1,472
8,116	202 62	2,753	487 10	3,280	309 01	943	9 43	104	3 12	202,357
16,133	404 70	3,160	551 96	6,210	594 83	4,088	40 88	105	3 15	222,175
				9	0 82	75	0 75	23	0 23	10
17	0 43	80	14 75	61	4 89	50	0 50			
		35,400	297 46	200	3 50			8,188	77 35	120
2,526	28 55	11,669	452 34	6,219	116 17	306	3 06	17,814	231 01	2,538
59	6 58	292,754	32,883 20	19,486	1,114 73	8,305	83 05	3,619	63 05	35,151
		46	0 81	91	3 56					217
		8	0 71							
		49	6 63	523	20 63			69	1 38	150
				2	0 06	20	0 20	200	4 00	20
		280	1 98			93	0 93			1,989
		3,035	34 03							1,181
				3	0 90					
		14	0 93	304	67 93	512	5 12	164	6 95	15,022
1	0 05			10	0 77	546	5 40			
						295	2 95	13,981	129 73	40,434
						10	0 10			
				200	1 27					
						3	0 03			
2,603	35 61	343,335	23,692 84	27,108	1,345 23	10,209	102 09	44,058	513 70	96,832

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No. (A) 14.—STATEMENT of Traffic on the undermentioned Canals and the Amount

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal.....	172,642	34,528 40	343,797	49,301 52	75,816	7,279 69
Kryolite or chemical ore			287	32 29	420	23 10
Copper ore.....						
Iron ore	22,381	1,119 05			17,682	892 35
Stone (unwrought, not suitable for cutting)			12,217	253 80	1,533	107 92
Ice						
Total, special class.....	195,023	35,647 45	356,301	49,587 61	95,451	8,303 06
Total freight and tolls	1,019,568	157,478 61	1,222,272	128,610 73	447,069	28,391 88
Timber and other wood, free	43,982	2,938 80	5,217	698 45		
Wheat, corn, flour, Iron, salt, coal &c., free.....	28,500	4,275 00	525,366	55,524 65		
Grand totals (passengers and tonnage of vessels not included.)..	1,002,050	164,692 41	1,752,855	184,833 83	447,069	28,391 88

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.

SESSIONAL PAPER No. 20a

of Tolls heretofore collected, now free, during the Season of Navigation 1905.

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.	
2,515	47 18			11,200	432 13	43,741	437 41			947,224
				265	4 93	15	0 15			11,096
										2,919,237
1,773	17 65					3,359	33 59			12,824
4,288	64 83			11,465	437 06	47,115	471 15			3,890,291
29,421	1,205 89	371,341	28,949 43	59,864	5,889 43	81,077	2,911 96	45,231	1,309 13	5,473,406
		19,430	171 48							
29,421	1,205 89	390,771	29,120 91	59,864	5,889 43	81,077	2,911 96	45,231	1,309 13	5,473,406

RICHARD DEVLIN,
Compiler of Canal Statistics.

SESSIONAL PAPER No. 20a

APPENDIX A—Continued.

Season of Navigation ended December 31, 1905, showing the total quantity of each the amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	Free.	
228,887	272 77	257,897	2,893 96	186,559	2,006 60	104,959	2,101 19	122,735	577 48	5,537,637	
No. 25,204	306 44	No. 21,284	260 70	No. 24,394	671 66	No.		No. 27,419	203 93	No. 26,147	
Tons.		Tons.		Tons.	9 0 82	Tons.	75 0 75	Tons.	23 0 23	Tons.	10
2,526	28 55	35,400 11,669	297 46 452 34	200 6,219	3 50 126 17	306	3 06	8,188 17,814	77 35 231 01	120 2,538	
59	6 58	8 292,800	0 71 22,884 01	19,577	1,118 29	8,305	3 0 03 83 05	3,619	63 05	35,368	
		49	6 63	2 523	0 06 20 63	20	0 20	200 69	4 00 1 38	20 150	
		14	0 93	304 10	67 93 0 77	512 540	5 12 5 40	164	6 95	15,022	
		3,315	36 01			93	0 93			3,170	
				200	1 27						
2,586	35 18	343,255	23,678 09	27,044	1,339 44	19,159	101 59	44,058	513 70	96,832	
		734	61 33	1	0 03	22	0 22			31	
		126	9 90			3	0 03	292	3 11	1	
9	0 18	221	13 42	7	0 20	6	0 06			44	
		448	40 78			5	0 05			1	
9	0 18	1,529	125 43	8	0 23	36	0 36	292	3 11	77	
		7	0 50			37	0 37				
10	0 19	15	1 13	1	0 03					43	
68	1 34			25	0 60	1	0 01			106	
86	1 68			13	0 36	116	1 16			1	
62	1 23	5	0 38	180	5 63	115	1 15				
		8	0 80								
5	0 10									2,462	
863	16 49	2,824	251 14	2,828	204 06	4	0 04				
1,094	21 03	2,859	253 95	3,047	210 68	273	2 73			2,612	

6-7 EDWARD VII., A. 1907

SUPPLEMENTARY

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 (vegetable).....			2,646	\$ 361 21		
" " Free.	127					
Apples.....			4,544	597 76	1,312	89 93
Barley.....	55,432	5,543 20	16,239	861 23		
" Free.			43,607			
Buckwheat.....			719	70 57		
Cotton, raw.....			2	0 30		
Corn.....	180,921	18,092 10	76,464	2,363 46	2	0 20
" Free.			84,631			
Flax and hemp.....						
Flour.....	38,512	7,702 40	11,554	641 34	584	19 74
" Free.	18		14,571			
Hay, pressed.....	200	40 00	7,313	343 86	17,431	885 37
Meals, all kinds.....	9,807	1,961 35	734	32 00	2	0 07
" Free.			270			
Manilla.....	15	2 25	146	29 18	1	0 04
" Free.	93					
Oats.....	36,072	3,607 20	23,511	1,068 19	1,891	63 19
" Free.			21,404			
Pease.....	76	7 60	691	68 70	11	0 37
Potatoes.....			138	12 51	7	0 24
Rye.....	1,711	171 10	1,682	42 05		
" Free.			1,711			
Seeds—flax, clover and grass.....	15,737	1,573 70	3,633	142 22	30	1 03
" Free.	35		15,694			
Tobacco, raw.....	204	40 80	9	1 26	37	1 27
" Free.			204			
Wheat.....	254,458	24,946 37	212,747	6,744 20		
" Free.			190,505			
Total.....	593,418	63,688 07	735,369	13,379 94	21,308	1,061 45
<i>Manufactures.</i>						
Ashes, pot and pearl.....			47	5 15		
Agricultural implements.....	552	116 40	155	16 98	85	3 18
Barrels, empty.....	3	0 60	1,721	121 82	64	5 30
Bricks.....	525	79 50	17,201	829 76	2,519	277 21
" Free.	132					
Cement and water lime.....	50	7 50	2,041	124 94	794	73 24
" Free.	181					
Crockery and earthenware.....	202	34 95	540	106 60	277	24 25
" Free.	155		93			
Furniture.....	13	1 95	3,554	554 39	7	0 24
" Free.	2					
Glass of all kinds.....	323	49 70	3,248	646 51		
" Free.	1,641		21			
Iron, railway.....	2,651	474 70	591	29 00	902	87 08
" Free.	126		10			
" pig.....	1,310	245 50	3,570	283 62	1,176	117 60
" Free.	312					
" all other.....	9,602	1,567 55	33,272	2,776 76	155	5 33
" Free.	3,633		384			
Molasses.....	883	176 60	652	96 12	68	2 33
" Free.	1		820			
Nails.....	3,234	495 85	5,822	1,144 33	104	3 63
" Free.	3,061		64			
Oil.....	24,314	4,836 20	3,675	696 94	105	5 37
" Free.	120		20,700			

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APPENDIX A—Continued.

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.
969	18 42	4	0 28	47	1 26	247	2 47			2,557
828	15 73	340	19 87	259	8 05	110	1 10			1,824
633	11 87			105	2 47	11	0 11	13	0 13	41,793
		2	0 12							
1	0 02	1	0 06	4	0 12					4,116
		57	3 29	7	0 17					
180	3 38	107	9 01	647	18 79	1,451	14 51	25	0 25	190,878
		4,433	413 23	663	17 13	502	5 02			2,812
45	0 87			3	0 09	399	3 99	18	0 18	3,824
				6	0 53	216	2 16			1,160
27	0 51	1,016	92 72	598	21 41	2,498	24 98	15	0 15	35,720
						46	0 46	126	1 26	
2	0 04	282	16 60	35	0 98	6,914	69 14	19	0 19	23
										1,910
7	0 14			2	0 05	4	0 04			53,903
12	0 24			12	0 29	2	0 02			
408	7 66			977	22 81			484	4 84	779,493
3,112	58 88	6,242	555 18	3,275	94 15	12,400	124 00	700	7 00	1,120,013
				10	0 87					
		19	2 07	276	33 04					15
17	0 43	80	14 75	61	4 89	50	0 50			
54	1 03			692	23 89	2,226	22 26	42	0 42	555
38	0 74	1	0 06	529	13 92	945	9 45	33	0 33	27,511
437	11 04	12	2 28	26	2 34	13	0 13			540
1,038	26 30	79	10 12	88	8 21	15	0 15	1	0 03	280
645	16 29	46	8 74	112	12 41	10	0 10			1,702
46	0 87			20	0 48	195	1 95			53,110
				175	6 18	24	0 24			22,980
1,768	33 54	24	1 59	644	19 72	118	1 18			12,926
		5	0 95	118	10 32	381	381			125
657	16 57			453	46 69	29	0 29			7,025
1,689	42 34	28	5 14	421	37 81	275	2 75			1,499

6-7 EDWARD VII., A. 1907

SUPPLEMENTARY APPENDIX

No (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Con.</i>		\$ cts.		\$ cts.		\$ cts.
Oil cake	10,119	2,023 80	894	44 91		
"	Free.		9,229			
Paint	269	42 45	2,070	401 60	1	0 04
"	Free.	367				
Pitch and tar	53	10 60	329	46 79	728	72 80
"	Free.	5	53			
Rosin			1,400	72 33	2,119	260 92
Soda ash	82	15 65	948	183 10		
"	Free.	28	59			
Spirits, whiskey, &c.	1,464	256 55	2,234	405 86		
"	Free.	384	635			
Steel	948	144 60	2,552	336 74		
"	Free.	192	48			
Sugar	9,281	1,495 75	11,443	2,238 78	158	5 45
"	Free.	1,168	2,019			
Tin	407	63 70	4,004	787 93		
"	Free.	928	53			
White lead	27	4 40	789	154 73		
"	Free.	80				
Turpentine	1	0 15	21	4 05		
Whiting	70	10 50	609	121 03		
"	Free.	158				
Woodenware	601	240 40	556	117 00		
Total	79,708	12,389 55	138,118	12,347 77	9,262	943 97
<i>Merchandise.</i>						
Brimstone (crude)			1,176	115 51		
Clay, lime and sand	375	50 45	80,055	3,023 88	10,412	1,048 63
"	Free.		22			
Coal	172,642	34,528 40	343,797	49,301 52	75,816	7,279 69
"	Free.		110,803			
Dye woods and dye stuffs			20	3 50		
Fish	101	15 15	41	2 07		
Gypsum						
Ores (all kinds)	22,381	1,119 05	287	32 29	18,102	915 45
"	Free.		3,837			
Marble	568	85 20				
Rags	4	0 80	371	46 70		
"	Free.	15				
Salt	226	44 10	3,804	392 82	608	43 02
"	Free.	150	168			
Stone (all kinds)			12,395	262 81	1,533	107 92
All other goods and merchandise (not enumerated)	45,645	6,975 22	63,359	9,825 52	4,930	342 33
"	Free.	15,360	851			
Total	257,467	42,818 37	620,986	63,006 62	111,491	9,737 04
Grand totals (passengers and tonnage of vessels not included)	1,092,050	157,478 61	1,752,855	128,610 73	447,069	28,391 88

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A—Continued.

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.
										544
1,164	29 32	3	0 57	109	11 00	6	0 06			268
		26	4 94	102	8 89	4	0 04			10
				7	0 61					
15	0 38					10	0 10			18
851	21 55	51	5 27	506	44 94	65	0 65			1,472
159	3 02			119	4 50	5	0 05			1,878
894	22 51			395	41 51	139	1 39			4,965
258	6 46	1	0 10	7	0 62	41	0 41			456
299	7 56			178	15 83					93
4	0 10			15	1 31					
52	1 31			14	1 23					160
				3	0 90					
10,085	241 36	375	56 58	5,080	352 14	4,551	45 51	76	0 78	138,132
								1	0 01	
5	0 10	14,080	603 35	4,371	102 13	237	2 37			1,383
2,515	47 18			11,200	432 13	43,741	437 41			947,224
				5	0 44					5
		11	0 66	3	0 07	2,332	23 32			1,393
				265	4 93	280	2 80			2,930,243
						15	0 15			
						1,907	19 07			
6	15	136	24 58	79	6 92					20
112	2 15	100	9 75	2,204	58 63	808	8 08			20,286
1,781	17 85	1	0 10	3	27	3,395	33 95			12,829
8,116	202 62	2,753	487 10	3,280	309 01	943	9 43	104	3 12	202,357
12,535	270 05	17,081	1,125 54	21,410	914 53	53,658	536 58	105	3 13	4,115,740
29,421	1,205 89	371,341	28,949 43	59,864	5,589 43	81,077	2,911 96	45,231	1,309 13	5,473,406

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A.—Continued.

No. 16.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation ended December 31, 1905.

Canals and Offices.	April.		May.		June.		July.		August.		September.		October.		November.		December.		Total.				
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.			
WELLAND CANAL.																							
Chippawa.....			271	25	65	25*			16,534	88	16,404	60	20,458	69	12,922	32			3,638	90	336	50	
Collborne.....	1,814	51	15,822	46	16,756	87	16,393	09	5,771	59	4,395	28	4,875	59	4,236	67			621	61	120,746	32	
Dalhousie.....	1,464	47	5,172	49	5,115	54	4,637	99													36,291	23	
Dunnville.....		1 08	60	25	12	19*															73	52	
St. Catharines.....			0	75	30	29*																31	04
Total, Welland Canal.....	3,280	06	21,327	20	21,980	14	21,031	08	22,306	47	20,799	88	25,334	28	17,158	99			4,260	51	157,478	61	
ST. LAWRENCE CANALS.																							
Soulanges.....			1,281	32	1,252	18	1,018	18	1,246	64	1,472	99	1,812	13	1,595	83					9,679	27	
Cardinal.....			155	83	152	83	449	27	291	31	186	14	177	40	180	89					1,063	84	
Cornwall.....			7,222	62	8,734	80	8,255	29	7,374	90	6,831	63	6,850	32	4,646	80					49,323	93	
Kingston.....	802	40	1,707	15	1,925	39	1,196	05	906	87	1,047	85	1,869	80	1,940	33					11,395	84	
Lachine.....			501	34	581	07	1,544	77	1,460	09	937	76	670	13	389	11					5,784	27	
Montreal.....			5,411	75	7,013	06	8,888	16	9,479	81	7,987	00	6,337	63	5,031	30					50,163	58	
Total, St. Lawrence Canals.....	802	40	16,284	01	19,659	33	21,351	72	20,459	62	18,463	37	17,717	41	13,781	26			88	61	128,610	73	
CHAMBLY CANAL.																							
Chamby.....			527	64	2,003	40	2,958	64	2,431	41	2,421	86	2,674	22	1,539	19					14,556	36	
St. John's.....	13	27	89	48	1,325	21	1,556	81	1,838	60	1,459	78	2,533	01	410	40					9,226	56	
St. Ours.....			3,843	27	59	77	116	96	124	09	172	02	198	34	94	51					4,608	96	
Total, Chamby Canal.....	13	27	4,460	39	3,388	38	4,632	41	4,394	10	4,053	66	5,405	57	2,044	10					28,391	88	
OTTAWA CANALS.																							
Ottawa.....	640	28	2,756	81	3,407	33	2,392	81	1,732	54	2,150	74	2,265	62	1,061	89					16,108	02	
Carleton.....			9	41	20	61	13	98	6	87	5	29	1	33	0	90					58	39	
Greenville.....			1,752	48	1,163	20	1,411	65	1,629	95	1,802	69	1,714	77	1,654	88					11,129	62	
St. Anne's.....	0	80	176	73	299	21	311	83	311	96	239	52	191	88	121	47					1,653	40	
Total, Ottawa Canals.....	641	08	4,695	43	4,590	35	4,130	27	3,681	32	4,198	24	4,173	60	2,839	14					28,949	43	

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RIDEAU CANAL.										
Kingston Mills.....	83 83	176 37	198 36	221 54	206 76	94 85	31 51	1,013 22		
Ottawa.....	328 35	341 95	430 23	367 53	462 85	522 15	207 48	2,660 54		
Smith's Falls.....	116 00	251 35	394 95	477 03	316 44	215 77	103 24	1,915 67		
Total, Rideau Canal.....	528 18	769 67	1,023 54	1,066 10	986 07	832 77	342 23	5,589 43		
St. Peter's CANAL.										
St. Peter's.....	2 94	363 83	390 50	417 39	411 51	388 18	354 09	2,911 96		
TRENT VALLEY CANALS.										
Bobcaygeon.....	3 00	61 13	84 34	85 50	74 60	54 20	7 63	403 91		
Buckhorn.....		16 66	27 03	53 09	20 84	27 50	4 00	150 62		
Peterborough.....		70 15	99 00	107 20	57 70	32 20	16 15	396 35		
Burlington.....	2 06	29 27	35 07	15 95	28 76	25 88	47 35	194 55		
Hastings.....		10 20	1 75	3 75	2 50	2 50		20 70		
Penelon Falls.....		13 40	25 75	19 50	28 25	16 50	19 55	143 00		
Total, Trent Valley Canals.....	5 06	203 81	273 54	284 99	212 65	158 78	94 68	1,309 13		
MURRAY CANAL.										
Brighton.....	4 69	124 95	217 27	280 13	197 38	140 33	128 96	1,205 89		
Grand total.....	4,749 50	51,080 46	53,050 33	52,890 12	49,322 74	54,150 92	36,746 45	4,503 47	354,447 06	

*These offices have been ordered closed.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.

RICHARD DEVLIN,
Comptroller of Canal Statistics.

6-7 EDWARD VII., A. 1907

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of
31st, 1905, and the amount of

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to Untied States Ports.	
		Up.	Down.	Up.	Down.
WELLAND CANAL.					
Canadian vessels, steam.....	519	128,964	138,373	52,130	2,253
" sail.....	249	23,878	19,352	26,128	2,113
Total, Canadian.....	768	152,842	157,725	78,258	4,366
United States vessels, steam.....	657	342	36	64,968	18,681
" sail.....	170	607	.....	7,951	8,460
Total, United States.....	827	949	36	72,919	27,141
Grand total, Welland Canal.....	1,595	153,791	157,761	151,177	31,507
ST. LAWRENCE CANALS.					
Canadian vessels, steam.....	3,702	447,477	381,342	40,023	17
" sail.....	4,082	499,276	426,994	56,949	570
Total, Canadian.....	7,784	946,753	808,336	96,972	587
United States vessels, steam.....	814	3,497	635	129,522	939
" sail.....	398	3,804	5,379	25,915	.....
Total, United States.....	1,212	7,301	6,014	155,437	939
Grand total, St. Lawrence Canals.....	9,996	954,054	814,350	252,409	1,526
CHAMBLY CANAL.					
Canadian vessels, steam.....	350	31,372	38,415	1	.....
" sail.....	369	6,215	10,436	4,440	.....
Total, Canadian.....	719	37,587	48,851	4,441	.....
United States vessels, steam.....	43	.....	8	401	.....
" sail.....	2,581	345	1,963	124,683	.....
Total, United States.....	2,624	345	1,971	125,084	.....
Grand total, Chambly Canal.....	3,343	37,932	50,822	129,525	.....
OTTAWA CANALS.					
Canadian vessels, steam.....	1,027	41,924	96,135	.....	.....
" sail.....	807	3,523	80,655	.....	4,202
Total, Canadian.....	1,834	45,447	176,790	.....	4,202
United States vessels, steam.....	1	14	.....	.....	.....
" sail.....	317	3,851	4,947	289	22,357
Total, United States.....	318	3,865	4,947	289	22,357
Grand total, Ottawa Canals.....	2,152	49,312	181,737	289	26,559
RIDEAU CANAL.					
Canadian vessels, steam.....	2,890	70,364	70,127	3,625
" sail.....	1,484	14,604	13,986	218
Total, Canadian.....	4,374	84,968	84,113	3,843

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Vessels passed through all the Canals during the Season of Navigation ended December
Tolls heretofore collected now free.

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.		
165	158	2,287	50,208	183,546	190,992	374,538	\$ 6,202 79
.....	.....	2,379	31,001	52,385	52,466	104,851	2,278 55
165	158	4,666	81,209	235,931	243,458	479,389	8,481 34
198,763	168,915	16,260	99,811	280,333	287,443	567,776	8,834 07
6,490	6,780	6,867	17,175	21,915	32,415	54,330	1,133 64
205,253	175,695	23,127	116,986	302,248	319,858	622,106	9,967 71
205,418	175,853	27,793	198,195	538,179	563,316	1,101,495	18,449 05
.....	.....	.....	44,406	487,500	425,765	913,265	6,856 05
.....	541	.....	57,790	556,225	485,895	1,042,120	9,433 92
.....	541	.....	102,196	1,043,725	911,660	1,955,385	16,289 97
22,264	20,818	783	142,071	156,066	164,463	320,529	2,421 71
35	5,385	16,773	34,996	46,527	45,760	92,287	1,169 41
22,299	26,203	17,556	177,067	202,593	210,223	412,816	3,591 12
22,299	26,744	17,556	279,263	1,246,318	1,121,883	2,368,201	19,881 09
.....	.....	.....	156	31,373	38,571	69,944	252 14
.....	.....	.....	5,977	10,655	16,413	27,068	274 33
.....	.....	.....	6,133	42,028	54,984	97,012	526 47
.....	.....	.....	304	401	312	713	13 22
.....	122	.....	154,274	125,028	156,359	281,387	3,884 84
.....	122	.....	154,578	125,429	156,671	282,100	3,898 06
.....	122	.....	160,711	167,457	211,655	379,112	4,424 53
.....	.....	.....	.....	41,924	96,135	138,059	882 51
.....	.....	.....	.....	3,523	84,857	88,380	1,274 25
.....	.....	.....	.....	45,447	180,992	226,439	2,156 76
.....	.....	.....	.....	14	.....	14	25
.....	.....	.....	.....	4,140	27,304	31,444	736 95
.....	.....	.....	.....	4,154	27,304	31,458	737 20
.....	.....	.....	.....	49,601	208,296	257,897	2,893 96
.....	.....	.....	5,226	73,989	75,353	149,342	1,273 92
.....	.....	.....	654	14,822	14,640	29,462	574 94
.....	.....	.....	5,880	88,811	89,993	178,804	1,848 86

6-7 EDWARD VII., A. 1907

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of
31st, 1905, and the amount of

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
RIDEAU CANAL—Con.					
United States vessels, steam.	141	290	261	426	.....
“ sail.	200	1,512	1,839	649	980
Total, United States.	341	1,802	2,100	1,075	980
Grand total, Rideau Canal.	4,715	86,770	86,213	4,918	980
ST. PETER'S CANAL.					
Canadian vessels, steam.	241	13,348	14,542	.....	.....
“ sail.	1,345	38,047	37,859	.....	.....
Total, Canadian.	1,586	51,395	52,401	.....	.....
United States vessels, steam.	8	543	368	156	.....
“ sail.	1	.....	96	.....	.....
Total, United States.	9	543	464	156	.....
Grand total, St. Peter's Canal.	1,595	51,938	52,865	156	.....
TRENT VALLEY CANALS.					
Canadian vessels, steam.	1,582	48,209	47,268	.....	.....
“ sail.	459	14,718	12,523	.....	.....
Total, Canadian.	2,041	62,927	59,791	.....	.....
United States vessels, steam.	5	6	11	.....	.....
“ sail. ....	.....	.....	.....	.....	.....
Total, United States.	5	6	11	.....	.....
Grand total, Trent Valley Canals.	2,046	62,933	59,802	.....	.....
MURRAY CANAL.					
Canadian vessels, steam.	537	76,459	72,893	33,757	.....
“ sail.	113	3,366	2,090	3,417	.....
Total, Canadian.	650	79,825	74,983	37,174	.....
United States vessels, steam.	37	.....	235	920	.....
“ sail.	20	47	6	1,135	.....
Total, United States.	57	47	241	2,055	.....
Grand total, Murray Canal.	707	79,872	75,224	39,229	.....
SAULT STE. MARIE CANAL.					
Canadian vessels, steam.	3,460	571,648	532,821	87,405	147,481
“ sail.	510	25,705	35,955	4,680	31,502
Total, Canadian.	3,970	597,353	568,776	92,085	178,983
United States vessels, steam.	1,528	3,478	2,780	6,687	24,317
“ sail.	164	1,407	880	1,283	6,142
Total, United States.	1,692	4,885	3,660	7,970	30,459
Grand total, Sault Ste. Marie Canal.	5,662	602,238	572,436	100,055	209,442

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Vessels passed through all the Canals during the Season of Navigation ended December
Tolls heretofore collected now free.

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.		
			656	716	917	1,633	\$ 36 95
			1,142	2,161	3,961	6,122	120 79
			1,798	2,877	4,878	7,755	157 74
			7,678	91,688	94,871	186,559	2,006 60
				13,348	14,542	27,890	557 81
				38,047	37,859	75,906	1,520 12
				51,395	52,401	103,796	2,077 93
				699	368	1,067	21 34
					96	96	1 92
				699	464	1,163	23 26
				52,094	52,865	104,959	2,101, 19
				48,209	47,268	95,477	469 18
				14,718	12,523	27,241	107 05
				62,927	59,791	122,718	576 23
				6	11	17	1 25
				6	11	17	1 25
				62,933	59,802	122,735	577 48
			31,518	110,216	104,411	214,627	221 98
	4		856	6,783	2,950	9,733	31 43
	4		32,374	116,999	107,361	224,360	253 41
883	131		242	1,803	608	2,411	9 25
	120		758	1,182	884	2,066	6 86
883	251		1,000	2,985	1,492	4,477	16 11
883	255		33,374	119,984	108,853	228,837	269 52
8,375	2,488	216,073	90,673	883,501	773,463	1,656,964	
3,280		41,662	3,540	75,327	70,997	146,324	
11,655	2,488	257,735	94,213	958,828	844,460	1,803,288	
1,953,206	1,397,653	50,408	4,280	2,013,779	1,429,030	3,442,809	
168,853	101,780	10,445	750	181,988	109,552	291,540	
2,122,059	1,499,433	60,853	5,030	2,195,767	1,538,582	3,734,349	
2,133,714	1,501,921	318,588	99,243	3,154,595	2,383,042	5,537,637	

6-7 EDWARD VII., A. 1907

No. (A) 17.—SUMMARY STATEMENT showing the Number,

RECAPITU

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
CANADIAN VESSELS.					
<i>Steam and Sail.</i>					
Welland	768	152,842	157,725	78,258	4,366
St. Lawrence.....	7,784	946,753	808,336	96,972	587
Chambly.....	719	37,587	48,851	4,441	.....
Ottawa.....	1,834	45,447	176,790	.....	4,202
Rideau.....	4,374	84,968	84,113	3,843	.....
St. Peter's.....	1,586	51,395	52,401	.....	.....
Trent Valley.....	2,041	62,927	59,791	.....	.....
Murray.....	650	79,825	74,983	37,174	.....
Sault Ste. Marie.....	3,970	597,353	568,776	92,085	178,983
Total, Canadian.....	23,726	2,059,097	2,031,766	312,773	188,138
UNITED STATES VESSELS.					
Welland.....	827	949	36	72,919	27,141
St. Lawrence.....	1,212	7,301	6,014	155,437	939
Chambly.....	2,624	345	1,971	125,084	.....
Ottawa.....	318	3,865	4,947	289	22,357
Rideau.....	341	1,802	2,100	1,075	980
St. Peter's.....	9	543	464	156	.....
Trent Valley.....	5	6	11	.....	.....
Murray.....	57	47	241	2,055	.....
Sault Ste. Marie.....	1,692	4,885	3,660	7,970	30,459
Total, United States.....	7,085	19,743	19,444	364,985	81,876
Grand total, Canadian and United States.....	30,811	2,078,840	2,051,210	677,758	270,014

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, June 15, 1906.

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Tonnage and Nationality of Vessels, &c.—*Concluded.*

LATION.

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.		
							\$ cts.
165	158	4,666	81,209	235,931	243,458	479,389	8,481 34
	541		102,196	1,043,725	911,660	1,955,385	16,289 97
			6,133	42,028	54,984	97,012	526 47
				45,447	180,992	226,439	2,156 76
			5,880	88,811	89,993	178,804	1,848 86
				51,395	52,401	103,796	2,077 93
				62,927	59,791	122,718	576 23
	4		32,374	116,999	107,361	224,360	253 41
11,655	2,488	257,735	94,213	958,828	844,460	1,803,288	.....
11,820	3,191	262,401	322,005	2,646,091	2,545,100	5,191,191	32,210 97
205,253	175,695	23,127	116,986	302,248	319,858	622,106	9,967 71
22,299	26,203	17,556	177,067	202,593	210,223	412,816	3,591 12
	122		154,578	125,429	156,671	282,100	3,898 06
				4,154	27,304	31,458	737 20
			1,798	2,877	4,878	7,755	157 74
				699	464	1,163	23 26
				6	11	17	1 25
883	251		1,000	2,985	1,492	4,477	16 11
2,122,059	1,499,433	60,853	5,030	2,195,767	1,538,582	3,734,349	.....
2,350,494	1,701,704	101,536	456,459	2,836,758	2,259,483	5,096,241	18,392 45
2,362,314	1,704,895	363,937	778,464	5,482,849	4,804,583	10,287,432	40,603 42

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—Continued.

No. (A) 18—COMPARATIVE STATEMENT OF GRAND TOTAL FREIGHT PASSED THROUGH THE UNDERMENTIONED CANALS DURING THE SEASONS OF NAVIGATION 1904 AND 1905, AND THE AMOUNT OF TOLLS HERETOFORE COLLECTED, NOW FREE, ON THE SAME, INCLUDING TOLLS ON VESSELS AND PASSENGERS.

Canals.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1904.												
Welland.....	45,056	197,135	49,297	56,785	87,144	165,337	3,711	206,906	185,298	626,163	811,371	117,562 01
St. Lawrence ..	293,359	602,675	121,910	.....	1,578	2,162	14,699	390,933	431,546	995,770	1,427,316	111,726 25
Chambly.....	5,463	11,890	319,652	.....	.....	.....	.....	111,282	325,015	123,172	448,187	27,451 87
Ottawa.....	562	309,144	.....	26,287	.....	.....	.....	9,081	562	335,431	335,993	22,244 72
Rideau.....	20,981	19,968	839	4,251	.....	.....	.....	.....	21,820	33,300	55,120	4,804 98
St. Peter's ..	22,851	50,115	.....	.....	.....	.....	450	.....	23,301	50,115	73,416	2,745 75
Trent Valley ..	32,185	13,594	3,662	.....	.....	.....	.....	1,692	32,185	13,504	45,689	1,333 15
Murray.....	13,278	9,807	.....	.....	.....	.....	.....	.....	16,940	11,499	28,439	1,097 82
Sault Ste. Marie	173,002	833,261	16,627	189,255	611,002	2,611,401	464,935	131,159	1,265,626	3,765,079	5,030,705	No Tolls.
Grand total..	606,737	2,047,499	511,887	276,578	699,784	2,778,903	483,795	851,053	2,302,203	5,954,033	8,256,236	288,906 55
1905.												
Welland.....	50,321	257,434	54,169	62,510	112,549	190,547	15,020	349,500	232,059	859,991	1,092,030	157,478 61
St. Lawrence ..	329,363	751,571	148,493	2,144	308	1,796	.....	511,172	486,172	1,266,683	1,752,855	128,610 73
Chambly.....	5,665	14,787	312,017	.....	.....	.....	.....	114,597	317,682	129,387	447,069	28,391 88
Ottawa.....	263	316,030	.....	74,478	.....	.....	.....	263	390,771	390,508	390,771	28,949 43
Rideau.....	21,939	22,233	1,049	3,694	.....	.....	.....	10,949	22,988	36,876	59,864	5,789 43
St. Peter's ..	27,951	53,126	.....	.....	.....	.....	.....	.....	27,951	53,126	81,077	2,911 96
Trent Valley ..	27,618	17,613	.....	.....	.....	.....	.....	2,300	17,613	17,613	45,231	1,309 13
Murray.....	14,801	10,904	1,416	.....	.....	.....	.....	.....	16,217	13,204	29,421	1,205 89
Sault Ste. Marie	259,055	808,816	32,221	209,263	499,371	2,991,552	534,500	148,628	1,320,147	4,153,259	5,473,406	No Tolls.
Grand total..	736,976	2,252,514	549,365	347,089	607,228	3,183,895	557,528	1,137,146	2,451,097	6,920,647	9,371,744	354,447 06

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.

RICHARD DEVLIN,
Compiler of Canal Statistics.

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APPENDIX A—Continued.

No. 19.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1904 and 1905.

Articles.	1904.	1905.	Increase.	Decrease.
<i>Class No. 1.</i>	Tons.	Tons.	Tons.	Tons.
Canadian Vessels, steam.....	3,392,010	3,640,106	248,096	
United States Vessels, steam.....	3,216,234	4,533,851	1,317,617	
Canadian vessels, sail.....	1,191,714	1,354,203	162,489	
United States vessels, sail.....	628,047	759,272	131,225	
Total, class No. 1.....	8,428,005	10,287,432	1,859,427	
<i>Class No. 2.</i>	No.	No.	No.	No.
Passengers.....	219,137	233,545	14,408	
<i>Class No. 3.</i>	Tons.	Tons.	Tons.	Tons.
Bricks.....	9,097	23,814	14,717	
Brimstone.....	1,525	1,177		348
Cement and water lime.....	25,539	31,942	6,403	
Clay, lime and sand.....	88,262	110,918	22,656	
Fish.....	3,336	3,881	545	
Gypsum.....	651	280		371
Iron (railway).....	40,461	57,515	17,054	
“ (pig).....	30,785	29,237		1,548
“ (all other).....	51,875	58,508	6,633	
Steel.....	4,300	5,661	1,361	
Salt.....	20,258	28,148	7,890	
Stone, for cutting.....	586	3		583
Apples.....	11,865	9,217		2,648
Barley.....	75,538	114,226	39,688	
Buckwheat.....	689	721	32	
Corn.....	189,739	261,509	71,770	
Cotton (raw).....		2	2	
Flax and hemp.....	673	64		609
Flour.....	260,630	243,938		16,692
Hay (pressed).....	32,576	33,354	778	
Meals (all kinds).....	24,174	14,832		9,342
Oil cake.....	10,037	11,557	520	
Oats.....	72,723	101,258	28,535	
Pease.....	2,051	950		1,101
Potatoes.....	5,351	7,420	2,069	
Rye.....	1,481	5,303	3,822	
Flax seed.....	46,591	69,576	22,985	
Seeds (all kinds).....	5,477	3,740		1,737
Tobacco (raw).....	85	239	154	
Wheat.....	1,202,716	1,248,567	45,851	
All other agricultural products, vegetable.....	2,688	6,470	3,782	
Bones.....	20	52	32	
Cattle.....	1,766	1,468		298
Hogs.....	299	445	146	
Hides and skins, horns and hoofs.....	134	137	3	
Horses.....	1,605	1,564		41
Lard and lard oil.....	591	3,299	2,708	
Meats (other than pork).....	175	434	259	
Pork.....	1,337	1,213		124
Sheep.....	605	616	11	
Tallow.....	130	587	457	
Wool.....	1,646	2,489	843	
All other agricultural products, animal.....	11,734	12,477	743	
Total, class No. 3.....	2,241,801	2,508,808	302,449	35,442
<i>Class No. 4.</i>				
Ashes, pot and pearl.....	63	57		6
Agricultural implements.....	973	1,102	129	
Crockery and earthenware.....	1,336	2,047	711	
Dye wools and dye stuffs.....	114	30		84
Furniture.....	2,720	5,075	2,355	
Glass (all kinds).....	4,647	6,086	1,439	
Marble.....	22	2,475	2,453	
Manilla.....	659	1,544	885	
Molasses.....	1,542	2,232	690	
Nails.....	9,412	17,374	7,962	
Oil (in barrels).....	22,288	32,006	9,718	
Paint.....	3,112	3,890	778	
Pitch and tar.....	1,455	1,243		212

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No. 19.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1904 and 1905.—*Concluded.*

Articles.	1904.	1906.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
<i>Class No. 4—Concluded.</i>				
Rags.....	737	616		121
Rosin.....	3,827	3,526		301
Soda ash.....	1,872	1,073		799
Sugar.....	9,203	27,275	18,072	
Stone (wrought).....	680	228		452
Tin.....	1,818	5,174	3,356	
Turpentine.....	34	41	7	
White lead.....	859	1,386	527	
Whiting.....	940	905		35
Whiskey and all other spirits.....	5,396	6,680	1,284	
Merchandise (not enumerated).....	240,547	331,487	80,940	
Total, class No. 4.....	314,256	453,552	141,306	2,010
<i>Class No. 5.</i>				
Bark.....	75	117	42	
Barrels (empty).....	957	1,996	1,039	
Floats.....	47,427	44,241		3,186
Fire wood (in vessels).....	440,254	423,693		16,561
(in rafts).....	28,929			28,929
Lumber sawn (in vessels).....	476,436	591,028	114,592	
(in rafts).....	451	354		97
Hoops.....	2	8	6	
Railway ties (in vessels).....	3,798	7,470	3,672	
(in rafts).....	195			195
Masts, spars and telegraph poles (in vessels).....	4,693	632		4,061
(in rafts).....	20,313	10,999		9,314
Square timber (in vessels).....	43,557	13,215		30,342
(in rafts).....	13,025	15,807	2,782	
Woodenware and wood partly manufactured.....	508	1,160	652	
Shingles.....	10,770	16,300	5,530	
Split posts and fence rails.....	1,697	773		924
(in rafts).....	1			1
Saw logs.....	26,630	58,949	32,319	
Staves and headings (barrel).....	699	10		689
(sale barrels).....	727			727
Traverses.....	260	200		60
Hop poles.....	232	3		229
Total, class No. 5.....	1,121,636	1,186,955	160,634	95,315
<i>Special Class.</i>				
Coal.....	1,570,113	1,596,935	26,822	
Iron ore.....	974	987	13	
Iron ore.....	2,482,181	2,959,300	477,119	
Copper ore.....	9,852	11,006	1,154	
Stone (unwrought not suitable for cutting).....	22,921	31,706	8,785	
Ice.....	80			80
Total, special class.....	4,086,121	4,599,934	513,893	80
Total freight.....	7,763,814	8,749,249	985,435	
Timber and other wood, free.....	64,808	68,629	3,821	
Wheat, corn, flour, iron, salt, coal, &c., free.....	427,614	553,866	126,252	
Grand totals (passengers and tonnage of vessels not included).....	8,256,236	9,371,744	1,115,508	
Total, increase and decrease.....			1,248,355	132,847
Freight, grand total, increase.....			1,115,508	

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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 1905.

WELLAND CANAL.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Num-ber.	Total Tonnage.	Num-ber.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	23	184	14	112	13	104	5	40
10	6	60	4	40	4	40	2	20
15	6	90	1	15	4	60	2	30
20	7	140	2	40	2	40		
25	3	75			1	25		
30	7	210	1	30	1	30		
35	6	210			3	105		
40	2	80	2	80	1	40	1	40
45								
50	1	50	9	450	2	100	6	300
55	1	55			2	110		
60	3	180			1	60		
65					1	65		
70	2	140						
75			1	75			1	75
80			1	80			1	80
85	1	85						
90								
95	2	190			1	95		
100	1	100	2	200	1	100		
110	3	300	1	110	3	330		
130	1	130			1	130	1	130
150	2	300	2	300	1	150	3	450
160	1	160						
165	1	165	2	330			2	330
175					2	350	4	700
190	1	190						
195			1	195				
220	2	440	1	220	2	440		
230	1	230	1	230			1	230
260	3	780	1	260	3	780	1	260
265					1	265		
285	1	285			2	570	1	285
295	1	295	1	295				
305	4	1,220	1	305	1	305	1	305
310	1	310	1	310			1	310
315			1	315			2	630
320	1	320	1	320	1	320		
330			1	330				
360	3	1,080	3	1,080	3	1,080	1	360
400	2	800						
415	2	830	2	830				
455	2	910						
460	1	460	1	460				
485	4	1,940	1	485	2	970	1	485
495	2	990						
500	1	500					1	500
520					1	520		
530	1	530			2	1,060		
555	2	1,110						
560	1	560			1	560		
575			1	575				
585							1	585
595			1	595				
600	1	600						
615					2	1,230	1	615
645			1	645				
660					2	1,320		

6-7 EDWARD VII., A. 1907

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—
Continued.

WELLAND CANAL—Concluded.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Num-ber.	Total Tonnage.	Num-ber.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
675					1	675		
690	1	690			1	690		
719	1	719					1	719
739							1	739
742	2	1,484						
759	1	759	1	759				
771	1	771						
802	2	1,604	1	802	1	802		
870	1	870			1	870	1	870
882			1	882	1	882	1	882
908			1	908	1	908	1	908
929	1	929			2	1,858		
940					2	1,880		
959			1	959	1	959		
977	2	1,954			4	3,908		
989	1	989			1	989		
994	1	994			2	1,968		
1,023	2	2,046						
1,029					1	1,029		
1,035	2	2,070			1	1,035	1	1,035
1,041	1	1,041	1	1,041	1	1,041		
1,054					1	1,054		
1,078	1	1,078			2	2,156	2	2,156
1,118	1	1,118			1	1,118	1	1,118
1,160	2	2,320			2	2,320	2	2,320
1,172	2	2,344					1	1,172
1,202	1	1,202					1	1,202
1,203	2	2,406			1	1,203		
1,330	1	1,330			2	2,660		
1,425	1	1,425			1	1,425		
1,441					1	1,441		
1,447					1	1,447		
1,550	1	1,550			2	3,100		
1,553	11	1,553			2	3,106		
1,553	1	1,553			2	3,106		
1,565	1	1,565			1	1,565		
Total....	149	52,125	68	14,663	105	53,443	53	19,881

ST. LAWRENCE CANALS.

8	63	504	2	16	29	232		
10	16	160	2	20	1	10		
15	19	285			8	120		
20	10	200			4	80	1	20
25	12	300	2	50				
30	10	300	2	60				
35	8	280	1	35	2	70		
40	7	280	4	160	2	80		
45	5	225	3	135	2	90		
50	15	750	6	300				
55	2	110	2	110	1	55		
60	11	660	3	180				
65	4	260	4	260	2	130		
70	9	630	1	70	1	70		
75	4	300	4	300	2	150		

SESSIONAL PAPER No. 20a

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—
*Continued.*ST. LAWRENCE CANALS—*Continued.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Num- ber.	Total Tonnage.	Num- ber.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
80	2	160	5	400				
85	7	595	5	425			5	425
90	7	630	7	630	1	90	8	720
95	4	380	13	1,235	7	695	46	4,370
100	10	1,000	10	1,000	3	300	45	4,500
105	5	525	9	45			11	1,155
110	3	330	3	330	3	330	10	1,210
115	2	230	10	1,150	1	115	9	1,035
120	3	360	9	1,080			1	120
125	2	250	6	750			1	125
130	3	390	2	260	1	130		
135	1	135	5	675			2	270
140	4	560	1	140				
145	2	290	17	2,425				
150	3	450	13	1,950				
155	2	310	16	2,480				
160	3	480	8	1,280	2	320	1	160
165	2	330	8	1,320				
170	1	170	2	340				
175	2	350	2	350	1	175		
180	3	540	1	180				
185			3	555			1	185
190	1	190	1	190				
195	2	390	3	585				
200	2	400	1	200				
210	1	210	1	210				
225	2	450	1	225				
230	1	230	2	460				
240	2	480	2	480	1	240		
255	4	1,020	3	765				
260	2	520	2	520				
265			2	530	1	265		
275			2	550				
280			1	280			1	280
285			2	570	1	285	1	285
290			3	870				
295	2	590	3	885			1	295
300	1	300	2	600				
305	1	305	3	915				
310	1	310	2	620	1	310		
315	2	630	2	630				
320			5	1,600			1	320
325	2	650	1	325				
330			2	660				
335	1	335	5	1,675				
340	1	340	3	1,020				
345								
360	2	720	2	720	1	360		
365			4	1,460				
370	1	370	3	1,110				
375			1	375	1	375		
380	1	380	1	380				
385			2	770			1	385
395	1	395	3	1,185				
412	1	412	2	824				
419			2	838				
434			1	434			1	434

6-7 EDWARD VII., A. 1907

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—
*Continued.*ST. LAWRENCE CANALS—*Concluded.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Num-ber.	Total Tonnage.	Num-ber.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
439	2	878	1	439			1	439
440								
450								
462			2	924				
471	3	1,413						
475	1		1	475				
479	1	479					1	479
480	2	960	2	960	1	480		
484	2	968			1	484		
487			1	487				
499			1	499				
500	2	1,000						
508	1	508						
516			4	2,064				
518	1	518	1	518	1	518		
530	1	530						
539			1	539				
541	1	541	1	541				
544			2	1,088				
567			1	567				
578	3	1,734	1	578				
585			1	585				
586	1	586	1	439				
590			1	590				
599	1	599						
607	1	607	2	1,214				
620					1	620		
648	1	648			1	680		
680	2	1,360	1	680				
715	2	1,430						
719			1	719			1	719
740	2	1,480	1	740				
781	1	781						
803					1	803		
864					1	864		
868	2	1,736			2	1,736	1	868
911					1	911		
920					4	3,680		
929					2	1,858		
944					2	1,888	1	944
952								
955					2	1,910		
970			1	970	2	1,940		
987			2	1,974	3	2,961		
997	2	1,994						
1,020	2	2,040					1	1,020
1,038	1	1,038					2	2,076
1,083							1	1,083
1,041					1	1,041		
1,147								
1,171	1	1,171			1	1,171	3	3,513
1,187	1	1,187					2	2,380
1,190	1	1,190						
1,201			1	1,201	1	1,201		
1,310							1	1,310
1,453	1	1,453						
1,609			1	1,609				
Total....	341	53,165	298	64,557	107	29,823	162	13,125

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No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—
Continued.

RIDEAU, OTTAWA AND CHAMBLY CANALS.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Num-ber.	Total Tonnage.	Num-ber.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	98	784	151	1,208	31	248	10	80
10	20	200	5	50	5	50		
15	3	45	2	30	5	75		
20	4	80	2	40	2	40		
25	2	50	4	100	2	50	1	25
30	2	60	3	90	1	30		
35			4	150	2	70		
40			1	40				
45	3	135	5	225				
50	7	350	6	300	2	90		
50			2	110				
60	1	60	1	60				
65								
70	1	70	2	150				
75					1	75		
80								
85	1	85	2	170			3	240
90	1	90	3	270	1	85	18	680
95	2	190	5	475			70	6,300
100	1	100	2	200			322	28,980
105			4	425			60	6,000
110	1	110	2	220			33	3,795
115			5	575			41	4,510
120			2	240			11	1,265
125			2	250			3	360
130			2	260			6	750
135			5	675			5	650
140			7	980			2	270
140			7	980				
145			11	1,595				
150	2	300	16	2,400			1	145
155			11	2,705			2	300
160			3	480				
165			5	825				
170			4	680				
175	1	175	1	178				
180			2	360				
185	2	370						
195	1	195	1	195				
225	1	225	1	225				
245			2	490				
250			1	250				
260	1	260	1	260				
265	1	265						
270			1	270				
275			1	275				
285			1	285				
295	2	590						
300			1	300				
325	1	325						
375			1	375				
397			1	397				
Total..	159	5,114	292	19,835	52	813	588	54,350

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.RICHARD DEVLIN,
Compiler of Canal Statistics.

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APPENDIX

No. (A) 21.—STATEMENT showing the Classified Tonnage of all kinds of

WELLAND

CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,565 tons.....	76	48,331	1	250 to 1,041 tons.....	23	12,156
2	200 " 249 ".....	3	670	2	200 " 249 ".....	2	450
3	150 " 199 ".....	5	815	3	150 " 199 ".....	5	825
4	100 " 149 ".....	5	560	4	100 " 149 ".....	3	310
5	50 " 99 ".....	10	700	5	50 " 99 ".....	11	605
6	Under 50 ".....	60	1,049	6	Under 50 ".....	24	317
	Total.....	159	52,125		Total.....	68	14,663

ST. LAWRENCE

1	250 to 249 tons.....	64	37,106	1	250 to 249 tons.....	96	41,511
2	200 " 199 ".....	8	1,770	2	200 " 199 ".....	7	1,575
3	150 " 149 ".....	19	3,210	3	150 " 149 ".....	57	9,230
4	100 " 99 ".....	35	4,070	4	100 " 99 ".....	72	7,855
5	50 " 49 ".....	65	4,475	5	50 " 49 ".....	50	3,910
6	Under 50 ".....	150	2,534	6	Under 50 ".....	16	476
	Total.....	341	53,165		Total.....	298	64,557

RIDEAU, OTTAWA

1	250 to 325 tons.....	5	1,440	1	250 to 397 tons.....	8	2,412
2	200 " 249 ".....	1	225	2	200 " 249 ".....	3	715
3	150 " 199 ".....	6	1,040	3	150 " 199 ".....	43	7,823
4	100 " 149 ".....	2	210	4	100 " 149 ".....	40	5,420
5	50 " 99 ".....	13	845	5	50 " 99 ".....	21	1,535
6	Under 50 ".....	132	1,354	6	Under 50 ".....	177	1,933
	Total.....	159	5,114		Total.....	292	19,838

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, June 15, 1906.

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A—Concluded.

Vessels passed through the Canals during the season of Navigation, 1905.

CANAL.

UNITED STATES.

Class.	Steam Vessel.	No.	Tonnage.	Class.	Sailing Vessel.	No.	Tonnage.
1	250 to 1,565 tons.....	59	51,069	1	250 to 1,202 tons.....	24	17,456
2	200 " 249 ".....	2	440	2	200 " 249 ".....	1	230
3	150 " 199 ".....	3	500	3	150 " 199 ".....	9	1,480
4	100 " 149 ".....	5	560	4	100 " 149 ".....	1	130
5	50 " 99 ".....	7	430	5	50 " 99 ".....	8	455
6	Under 50 ".....	29	444	6	Under 50 ".....	10	130
Total.....		105	53,443	Total.....		53	19,881

CANALS.

1	250 to tons.....	33	26,341	1	250 to tons.....	21	16,830
2	200 " 249 ".....	1	240	2	200 " 249 ".....	2	345
3	150 " 199 ".....	3	495	3	150 " 199 ".....	79	8,415
4	100 " 149 ".....	8	875	4	100 " 149 ".....	59	5,515
5	50 " 99 ".....	14	1,190	5	50 " 99 ".....	1	20
6	Under 50 ".....	48	682	6	Under 50 ".....	162	31,125
Total.....		107	29,823	Total.....		162	31,125

AND CHAMBLY CANALS.

1	250 to tons.....	.....	.....	1	250 to tons.....	.....	.....
2	200 " 249 ".....	.....	.....	2	200 " 249 ".....	.....	.....
3	150 " 199 ".....	.....	.....	3	150 " 199 ".....	2	300
4	100 " 149 ".....	.....	.....	4	100 " 149 ".....	162	17,745
5	50 " 99 ".....	2	160	5	50 " 99 ".....	413	36,200
6	Under 50 ".....	50	653	6	Under 50 ".....	11	105
Total.....		52	813	Total.....		588	54,350

RICHARD DEVLIN,
Compiler of Canal Statistics.

CANALS CONSOLIDATED

No. 22.—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. On's Lock.	Rideau Canal, each way.	Ottawa Canals, and St. Ann's Lock, each way.	Ottawa to St. Johns, each way.	Murray Canal, each way.
<p>The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.</p>									
<i>Class No. 1.</i>									
Vessel, steam..... per ton	\$ 01½	\$ 01½	\$ 0 02½	\$ 0 00¾	\$ 0 00¾	\$ 0 01½	\$ 0 00½	\$ 0 01½	\$ 0 ¾
" sail and other.....	0 02¼	0 02¼	0 03¾	0 01½	0 01¼	0 02¼	0 01	0 02½	0 1½
<i>Class No. 2.</i>									
Passengers, 21 years of age and upwards...	0 10	0 10	0 20	0 10	0 05	0 08	0 02¼	0 09¾	0 1¼
" under 21 years each.....	0 05	0 05	0 10	0 05	0 02	0 04	0 01¼	0 04½	0 0¾
<i>Class No. 3.</i>									
Bricks, cement and water lime.....	15	0 20	0 20	0 15	0 10	0 07	0 06	0 19¾	0 1¾
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	20	0 20	0 20	0 10	0 26	0 14	0 29	0 2½

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REVENUE

TARIFF OF TOLLS

OF THE DOMINION OF CANADA, 1902.—(1905—Free, O.C., April 27, 1903.)

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 $\frac{3}{10}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{10}$ 0 00 $\frac{1}{4}$	0 00 $\frac{2}{10}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{10}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{10}$ 0 01	0 00 $\frac{3}{10}$ 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 $\frac{1}{2}$
01	01	01	01	0 04	0 01
0 03	0 3	0 03	0 03	0 12	0 03

RATES OF TOLLS

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY CANALS

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.

	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chamblly Canal and St. Ours Locks, 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 ¹ / ₄	0 01 ¹ / ₂
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03 ¹ / ₄	0 00
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03 ¹ / ₄	0 00
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05 ¹ / ₄	0 17 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 ¹ / ₄
" " rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30 ¹ / ₄	0 03 ¹ / ₄
Hoops	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30	0 02 ¹ / ₄
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 ¹ / ₄	0 00 ³ / ₄
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 ¹ / ₄	0 01 ¹ / ₄
Railway ties, in vessels, each	0 01	0 01	0 01	0 00 ³ / ₄	0 00 ³ / ₄	0 00 ³ / ₄	0 00 ³ / ₄	0 01 ¹ / ₄	0 01 ¹ / ₄
" " rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02 ¹ / ₄	0 00 ³ / ₄
Sawed stuff, boards, plank, scantling and sawed timber, per M feet, board measure, in vessels	0 30	0 30	0 30	0 15	0 10	0 11 ¹ / ₄	0 06 ³ / ₄	0 20	0 01 ³ / 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 ¹ / ₄	0 03 ³ / ₄
Square timber, per M cubic feet, in vessels	3 00	3 00	3 00	1 00	1 00	56	0 44	1 69	0 12 ¹ / ₄
" " 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 ¹ / ₂	0 02 ¹ / ₂	0 08	0 00 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 ¹ / ₄
" " pipe, per M	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75	0 12 ¹ / ₄
" " West India, per M	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65	0 07 ¹ / ₄
" " 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 ³ / ₄
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67 ¹ / ₄	0 06 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 ¹ / ₄	0 01 ³ / ₄
Stone, unwrought, corded, and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37 ¹ / ₂	0 28	0 24	0 77 ¹ / ₄	0 07 ¹ / ₄
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 Charge- able at Fenelon Falls.	Tolls Charge- able at Babcaygeon.	Tolls Charge- able at Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Charge- able at Peterborough and Hastings.
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
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 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01	0 00 $\frac{1}{2}$
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
0 03	0 03	0 03	0 03	0 12	0 03
0 05	0 05	0 05	0 05	0 20	0 05
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 22	0 05 $\frac{1}{2}$
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 02	0 00 $\frac{1}{2}$
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 14	0 03 $\frac{1}{2}$
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
Free.	Free.	Free.	Free.	Free.	Free.

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. Free, O.C., April 27, 1903.

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. Free, O.C., April 27, 1903.

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. Free, O.C., April 27, 1903.

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. Free, O.C., April 27, 1903.

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	1/4
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.	2/5
3. From Dunnville to Port Colborne.	2/5
4. From Thorold to St. Catharines or Port Dalhousie.	2/5
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.	2/5
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.	2/5
7. From Port Robinson to Allanburg or Thorold.	1/4
8. From Port Robinson to St. Catharines or Port Dalhousie.	1/4
9. From St. Catharines to Port Dalhousie.	1/4
10. From Dunnville to Maitland.	1/4
11. From Port Robinson through the Lock and Chippawa Cut.	1/4
12. From Port Colborne to Port Maitland.	1/4
13. From Chippawa Cut through Lock to Port Robinson.	1/4
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.	2/5
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.	2/5
16. Through the Chippawa Cut only.	1/4
17. Through the Port Robinson Lock only.	1/4

St. Lawrence Canals.

Sec. 15. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois or Soulanges and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Chambly Canal.

	Rate.
Sec. 16. Vessels and property passing from Sorel to Chambly, to pay	1/3
Vessels and property passing from Chambly to St. Johns, to pay.	2/3

Ottawa Canals.

Sec. 17. The navigation is divided into three sections, viz., Grenville, Carillon and Ste. Anne's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Rideau Canal.

Sec. 18. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, secs. 77, 78, 79, 80 and 81.—

Tay Canal to be part of the Rideau Canal and the following rates of tolls to be levied upon the said Tay Branch of the Rideau Canal system, viz.:—

- Perth to Smith's Falls, 1 section, or one-third of Rideau Canal rates, each way.
- Perth to Kingston, 2 sections, or two-thirds Rideau Canal rates, each way.
- Perth to Ottawa Basin, 2 sections, or two-thirds Rideau Canal rates, each way.
- Perth to River Ottawa, 3 sections, full Rideau Canal rates, each way. O.C. Sept. 27, 1890.

General.

Sec. 19. (a.) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b.) The passing of saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 82.

Sec. 20.—STANDARD FOR ESTIMATING WEIGHTS, FOR CANAL TOLLS.

	Tons.		Tons.
2,000 lbs. avoirdupois.	1	Sheep, 20	1
Per M. is per thousand feet		Stone, 12 cubic feet	1
Per mile is per thousand pieces		Stone, 1 cord	7 $\frac{1}{2}$
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 40 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	2 $\frac{1}{2}$
Gypsum and manganese, 6 barrels	1	" " salt barrel, 1 mille	0 $\frac{1}{2}$
Horses, 2	1	Saw-logs, standard, 1	0 $\frac{1}{2}$
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	1 $\frac{1}{2}$
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 Lachine, O. C., April 22, 1902, 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. Free O. C. April 27, 1903.

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. Free, O. C., April 27, 1903.

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 re-shipped 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 Tim- ber, &c., to include use of Basin and Wharf for one Month.	For each succeeding month during the Season of Naviga- tion.	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 flattened, 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	$\frac{1}{3}$	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 wharfs in canal basin at Lachine.....	3	3	3

Note.

Sec. 31. (a.) No allowance shall be made for fractional parts of a month or winter season.

(b.) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintending engineer may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine Canal. O.C. June 8, 1860. Con. O.C. Oct. 26, 1889, secs. 103 and 104.

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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.—1903. Free.

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.) Free, O. C., April 27, 1903.

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.) Free, O. C., April 27, 1903.

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 coeporage is of the same weight as salt coeporage.

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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 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 $\frac{1}{2}$
River St. Lawrence.....	10
5. Rapide Plat Canal.....	3 $\frac{3}{4}$
River St. Lawrence.....	4
6. Galops Canal.....	7 $\frac{1}{3}$
River St. Lawrence and Lake Ontario.....	236
7. Welland Canal.....	263 $\frac{3}{4}$
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
Total	1,223 $\frac{7}{12}$
To Duluth.....	1,357
Chicago.....	1,286

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.

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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.....	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.....	$1\frac{1}{2}$ mile.
Number of locks.....	1
New lock.....	800 feet by 45 feet.
Old lock.....	200 "
Total rise or lockages.....	$3\frac{1}{2}$ feet.
Depth of water on sills of new lock.....	14 "
Depth of water on sills of old lock.....	9 "
Breadth of canal at bottom....	90 "
Breadth of canal at water surface.....	154 "

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

RAPIDE PLAT CANAL.

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

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

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

GALOPS CANAL.

Length of canal.....	7 $\frac{3}{4}$ miles.
Number of locks.....	3
Dimensions of locks. { one of which is }	2-270 by 45.
{ a guard lock. }	1-800 by 45.
Total rise of lockage.....	15 $\frac{1}{2}$ feet.
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	80 "
Breadth of canal at surface of water.....	144 "

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

MURRAY CANAL.

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

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

WELLAND CANAL.

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

	Old Line.	Enlarged or New Line.
Length of canal.....	27 $\frac{1}{2}$ miles	26 $\frac{3}{4}$ miles.
Pairs of guard-gates (formely 3)..		2
Number of locks { lift.....	26	25
{ guard.....	1	1
Dimensions.....	{ 1 lock 200 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45	{ 270 feet x 45 feet.
Total rise or lockage 326 $\frac{3}{4}$ feet....	326 $\frac{3}{4}$ feet	326 $\frac{3}{4}$ feet.
Dept of water on sills.....	10 $\frac{1}{4}$ "	14

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson Cut to River Welland.	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct.	300 "
Chippewa Cut to River Niagara.	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson.	2
Dimensions of locks.	150 by 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 $245\frac{5}{8}$ 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.	Inter- mediate Distance.	Total Distance, from Montreal.
	Miles.	Miles.
The Lachine Canal.....	$8\frac{1}{2}$	
From Lachine to Ste. Anne's lock	15	23
Ste. Anne's lock and piers.....	$\frac{1}{8}$	23
Ste. Anne's lock to Carillon canal.....	27	50
The Carillon canal.....	$\frac{3}{4}$	51
The Carillon to Grenville Canal.....	$6\frac{1}{4}$	57
The Grenville canal.....	$5\frac{3}{4}$	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...	$\left\{ \begin{array}{l} 35 \text{ ascending.} \\ 14 \text{ descending.} \end{array} \right.$
Total lockage.....	$446\frac{1}{2}$ feet $\left\{ \begin{array}{l} 282\frac{1}{4} \text{ rise and} \\ 164 \text{ fall} \end{array} \right.$ 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.....	$\left\{ \begin{array}{l} 60 \text{ feet in earth.} \\ 54 \text{ feet in rock.} \end{array} \right.$
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 of water.....	$\left\{ \begin{array}{l} 40 \text{ " in rock.} \\ 60 \text{ " in clay.} \end{array} \right.$

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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.	Inter- mediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock.....	14	14
St. Ours lock to Chambly canal	32	46
Chambly canal.....	12	58
Chambly canal to boundary line	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal.....	66	258
Erie canal, from junction to Albany.....	7	265
Albany to New York.....	146	411

ST. OURS LOCK DAM.

Length.....	$\frac{1}{8}$ mile.
Number of locks.....	1 "
Dimensions of lock.....	200 feet by 45 feet.
Total rise of lockage.....	5 "
Depth of water on sills.....	7 feet at low water.
Length of dam in eastern channel.....	300 "
Length of dam in western channel.....	690 "

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

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

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 Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh Rapids, Lovesick, Buckhorn Rapids, Bobcaygeon, Fenelon Falls and Rosedale ; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system ; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's Point.

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

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

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

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

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

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" " "
"	" Chisholms	134' x 33' x 5' 0" to 8' 6" " "

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,400 feet.
Breadth at water line	50 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-Ile.
Straits of Belle-Ile.....	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 $\frac{3}{4}$	994 $\frac{3}{4}$
Lachine.....	Beauharnois.....	Lake St. Louis.....	15 $\frac{1}{4}$	1,009 $\frac{3}{4}$
Beauharnois.....	Ste. Cécile.....	Beauharnois Canal.....	11 $\frac{1}{4}$	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 $\frac{3}{4}$
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070 $\frac{1}{4}$
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.....	5	1,093
Presqu'île.....	Point Cardinal, Edwardsburg.....	Junction Canal.....	2 $\frac{1}{2}$	1,095 $\frac{1}{2}$
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097 $\frac{1}{2}$
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. Marie.....	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. Marie.....	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	
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Of the 2,259 $\frac{3}{4}$ miles from the Straits of Belle-Ile to the head of Lake Superior, 71 miles are artificial navigation, and 2,188 $\frac{3}{4}$ open navigation.

Straits of Belle-Ile 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.

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.	Lift at Low Water.	No.	Length.		Height.
			Miles.	Rise. Ft. In.	Feet.	Feet.		
1	Ottawa.....	0	8	82 0	3	{ 230 1,320 1,616	{ 13 33 14	4 00
2	Hartwell's.....	44	2	22 0	..	100	28	
3	Hogsback.....	53	2	13 6	1	320	60	
4	Black Rapids.....	91	1	10 0	1	300	12	
5	Long Island.....	141	3	27 0	3	850	68	
6	Burritt's.....	40	1	10 6	1	240	14	
7	Nicholson.....	43	2	15 2	1	500	9	
8	Clowes.....	44	1	10 0	1	481	16	
9	Merrickville.....	46	3	25 0	1	150	6	
10	Maitland.....	55	1	4 9	1	270	8	
11	Edmunds.....	59	1	10 10	1	343	8	
12	Old Slys.....	60	2	15 6	1	250	20	
13	Smith's Falls.....	61	4	33 9	2	600	24	
14	First Rapids or Poonamalie.....	64	1	7 9	1	260	5	
15	Narrows.....	83	1	4 0	1	600	9	
Total rise at low water.....				292 3				
				Fall.				
16	Isthmus.....	87	1	4 0	1 25
17	Chaffey's.....	92	1	12 6	0 13
18	Davis.....	94	1	9 0	1	300	15	0 06
19	Jones' Falls.....	97	4	60 0	1	300	60	0 25
20	Brewer's Upper Mills.....	108	2	19 0	1	200	20	1 75
21	" Lower Mills.....	110	1	14 2	1	200	12	4 25
22	Kingston Mills.....	120	4	46 8	1	6,042	14	0 25
23	Kingston.....	126						
Total fall at low water.....				165 4				
Total.....			47		24	15,472		16 46

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