

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL PERIOD FROM JULY 1, 1906,
TO MARCH 31, 1907

*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,

1907

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 period from July 1, 1906, to March 31, 1907.

GEO. P. GRAHAM,
Minister of Railways and Canals.

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REPORT OF THE DEPUTY MINISTER.

To the Honourable GEO. P. GRAHAM,
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 period of nine months ended March 31, 1907. By the Act of 1906, chap. 12, 'An Act respecting the fiscal year,' it was enacted that, dating from July 1, 1906, the period from April 1 in one year to March 31 in the next year shall constitute the 'fiscal year,' the year 1906-07 to consist of nine months, only.

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 nine months ended on March 31, 1907, 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 this period amounted to \$14,918,598.92; of which \$7,174,370.17 was charged to capital, \$6,328,745.65 to revenue, and \$1,415,483.10 to income.

The expenditure on capital included \$5,537,867.50 for the National Transcontinental Railway.

The expenditure on income included the sum of \$1,323,367.48 paid as subsidies to railways other than the government roads, also \$68,664.29 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway, including the Windsor branch, \$15,425.32, charged against revenue, was \$7,551,806.41, namely, on capital account \$1,506,209.26, and on revenue account \$6,045,597.15.

The expenditure on the Prince Edward Island Railway was \$374,859.02, of which \$91,710.52 was on capital and \$283,148.50 on revenue account.

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The expenditure on canals aggregates \$1,835,061.27, of which \$887,838.61 was chargeable to capital, \$264,110.73 to income, \$383,845.74 for staff, and \$299,266.19 for repairs, the last two items being charged to revenue.

Adding to the above the further sum of \$34,183.75 for general expenditures common to both branches, the total departmental expenditure for railways and canals for the nine months ended on March 31, 1907, amounted to \$16,787,843.94.

The total revenue derived from the government works for the nine months was \$6,354,955.71, namely, from railways \$6,248,311, and from canals \$106,644.71, of which the sum of \$92,310.51 was derived from hydraulic and other 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 by an order of 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 the canal lands and water powers, &c.

The total government expenditure on railways prior to and since confederation (July 1, 1867), up to March 31, 1907, amounts, on capital account, to \$162,050,456.79, 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 \$167,210,490.44, which includes \$35,578,502.54, paid as railway subsidies in addition to the above to the Canadian Pacific Railway; making a total expenditure of \$329,260,947.23.* 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 Interecolonial Railway system.

The total revenue received from the government railways from July 1, 1867, to March 31, 1907, amounts to \$118,819,364.19.

The government expenditure on canals prior to and since confederation, July 1, 1867, to March 31, 1907, amounts, on capital account, to \$91,734,718.21, of which \$20,593,866.13 was expended prior to confederation, and from the consolidated fund to \$24,495,624.73, making a total of \$116,230,342.94.

The total revenue derived from canals during the same period is \$13,620,228.03.

* This amount does not include 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 up to 1905 granted by 47 Vic., Ch. 8 (1884), nor the annual payment of \$107,730, being interest at the rate of 4½ p. c. since and including 1905, on the said sum of \$2,394,000, 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 1893-94, page 10, and 1906, page 79).

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The total expenditure on railways and canals up to March 31, 1907, is, as above, \$445,491,290.17, to which must be added for general expenditures, embracing both \$739,623.50, making a grand total of \$446,230,913.67.

The total revenue derived from railways and canals from July 1, 1867, to March 31, 1907, is \$132,439,592.22.

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

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor Branch (maintained only, and leased for operation), and the Prince Edward Island railway.

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 nine months from July 1, 1906, to March 31, 1907, the close of the new fiscal year, amounted to \$6,509,186.49, of which the Intercolonial Railway produced \$6,248,311, the Windsor Branch \$45,440.52, the Prince Edward Island Railway \$215,434.97. The gross working expenses amounted to \$6,328,895.65, namely, the Intercolonial Railway \$6,030,171.83, the Windsor Branch \$15,425.32, and the Prince Edward Island Railway \$283,148.50.

The operations of the nine months resulted in a net gain of \$180,440.84.

The Intercolonial produced a profit of \$218,139.17, the Windsor Branch a profit of \$30,015.20, and the Prince Edward Island Railway a loss of \$67,713.53.

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 Chaudière 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 October 1, 1904, the Canada Eastern Railway from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge and connected property, 1.33 mile, was surrendered to the govern-

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ment. The total mileage of the Intercolonial Railway system in operation on July 1, 1906, was 1,445.92 miles. During the nine months ended on March 31, 1907, there has been an addition to the mileage of 2.70 miles, the extension from Sydney to Sydney Mines, making the total mileage 1,448.62 miles on March 31, 1907. In addition, there are numerous spurs and sidings aggregating 366.46 miles, of which 14.10 miles were constructed during the nine months ended on that date.

The reports of the General Manager, the Chief Engineer, the Comptroller and Treasurer, and other officers of the railway will be found in the appendices hereto, Part II., and very full details are there supplied, which will be of interest.

CAPITAL ACCOUNT.

During the period of nine months ended on March 31, 1907, there was an addition to the capital account of \$1,506,248.26, less a refund of \$39 on account of the Rivière Ouelle Branch, or \$1,506,209.26, 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 March 31, 1907, \$82,744,937.89.

The capital additions during the nine months included (omitting cents), the following more important items: for rolling stock, \$343,676; additional sidings and spurs, \$32,433; increased accommodation at Halifax, \$260,124; at Truro, \$83,652; at Pictou, \$74,638; for the extension to Sydney Mines, \$22,195; for strengthening bridges, \$118,272; and for double-tracking parts of the line, \$50,751. 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 are amongst the various items of betterment.

REVENUE ACCOUNT.

Under the new account system adopted last year, by which the Intercolonial has been brought into conformity in that respect with the other leading roads of Canada and of the United States—to the great advantage of all concerned, and the better control of expenditures—the statements and classifications furnished by the Comptroller and Treasurer, which appear in the appendices hereto, will be found to furnish a class of information, in summarized form, of very interesting character, and not heretofore available.

The main heads under which expenditures on revenue account are grouped in these statements are the following:—Maintenance of way and structures (10 sub-heads), \$1,111,888.68; maintenance of equipment (9 sub-heads), \$1,150,521.16; conducting transportation (25 sub-heads), \$3,659,097.99, against which are certain items of payments for car service, hire of equipment, and rents for tracks, yards and terminals, aggregating \$173,873.16; making the net cost \$3,485,224.83; and general expenses (7 sub-heads), \$147,537.16, aggregating for the nine months ended on March 31, 1907, \$5,925,171.83, adding to which the sum of \$105,000, for rental of the leased line into Montreal, the total for the nine months ended on March 31, 1907, amounts to \$6,030,171.83. The usual comparisons with the expenditures of the previous year are necessarily omitted, in consequence of the change in system.

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Items of extraordinary expenditure aggregating \$216,364.64 were charged during the nine months to 'maintenance and operation.' The principal of these were the following: angle plates and bolts for 80-lb. rails, \$58,560; repairs to Lévis crib-work, \$5,604.95; repairs to Point du Chêne wharf, \$6,516.71; repairs to West River bridge, \$14,554.18; new station at Belmont, to replace one destroyed by fire, \$3,375; Grand Trunk joint section expenses, including arrears, \$19,667.32; two shunting engines, \$36,549.30; Exchequer Court judgment *re* fire claim of H. M. Price, \$55,856, and various legal expenses, aggregating \$9,289.40.

The gross earnings for the nine months aggregated \$6,248,311, leaving a balance of earnings in excess of expenditure of \$218,139.17.

The passenger earnings amounted to \$1,952,438.88, or 31.25 per cent of the gross earnings; the freight earnings to \$4,032,745, or 64.54 per cent of the gross; the mail and express to \$235,039.88, or 3.76 per cent of the gross, and the miscellaneous to \$28,087.24, or 0.45 per cent of the gross earnings.

The total engine mileage was 6,810,418 miles; the total train mileage 5,069,575 miles, and the total car mileage 61,236,603 miles.

The gross earnings per mile of railway (1,448.62 miles) were \$4,313.29; per engine mile 91.75 cents; per train mile \$1.23 and per car mile 10.20 cents.

The expenses per mile of railway were as follows:—'Maintenance of way and structures,' \$767.65; 'Maintenance of equipment,' \$814.93; 'Conducting transportation,' \$2,405.89; 'General expenses,' \$101.85; 'Rental of leased lines,' \$72.48.

The expenses per train mile under the above headings were as follows: 'Maintenance of way and structures,' 21.94 cents; 'Maintenance of equipment,' 23.29 cents; 'Conducting transportation,' 68.75 cents; 'General expenses,' 2.91 cents, and 'Rental of leased lines,' 2.07 cents, making a total of 118.96.

Amongst the 10 items of details of cost of 'Maintenance of way and works,' the most important are the following per train mile:—Repairs of roadway, 14.29 cents; renewal of ties 2.92 cents; repairs and renewals of buildings and fixtures, 1.98 cents; and repairs and renewals of bridges and culverts, 1.24 cents

Amongst the 9 items of details of cost of 'Maintenance of equipment,' per train mile are: 'Repairs and renewals of locomotives,' 9.39 cents; 'of passenger cars,' 3.29 cent; 'of freight cars,' 6.46 cents.

The 25 divisions of cost of conducting transportation include the following, per train mile: 'Engine and roundhouse men,' 11.92 cents; 'fuel for locomotives,' 22.55 cents; 'train service,' 9.94 cents; 'station service,' 8.39 cents; 'switchmen, flagmen and watchmen,' 3.28 cents; 'loss and damage,' 1.66 cents; 'injuries to persons,' .05 cent; 'advertising,' .62 cent.

Under the head of 'General Expenses,' 7 divisions, the cost, per train mile was: for 'Salaries of general officers,' .22 cent; 'Salaries of clerks and attendants,' 1.15 cent; 'General office expenses and supplies,' .30 cent; 'law expenses,' .32 cent.

The proportion of the gross earnings expended on the several main groups of expenditure, respectively, was as follows:—Maintenance of way and structures, \$17.80 per cent; of maintenance of equipment \$18.89 per cent; conducting transportation, \$55.78 per cent; general expenses, \$2.36, and rental of leased line \$1.68 per cent; making a total of \$96.51 per cent, the balance, \$3.49 per cent being profit.

The following was the position of the rolling stock of the railway on March 31, 1907:—Total locomotives, 370; total cars, 11,385; comprising sleeping cars, first-class, 41; second-class, 40; parlour cars, 9; dining cars, 9; passenger cars, first-class, 137; second-class, 97; postal and smoking cars, 36; express and baggage cars, 60; air-brake and instruction car, 1; box cars, 5,996; refrigerator cars, 109; platform cars, 2,780; pulpwood cars, 50; oil tank cars, 25; hopper cars, 1,114; gondola coal cars, 17; coal cars (20-ton capacity), 471; stock cars, 123; auxiliary and tool cars, 21; convertible dump cars, 130; and vans, 119. In addition, there were 53 snow-ploughs, 20 wing ploughs, 25 flangers, 2 rotary steam ploughs, 2 double-track ploughs, 8 steam cranes and 2 ballast plough cars.

Eight locomotives were condemned during the nine months: 23 were purchased on capital account, and 2 from revenue.

The total number of locomotives—as was explained in some detail in my report last year—included a number no longer suitable to the heavy traffic requirements of the present day. In my next report, I propose to show the tractive power of the old stock and that of the new. It may be accepted as a fundamental principle that it is the duty of the railway to keep up, out of its earnings, the tractive power originally supplied from capital; but it does not necessarily follow that the actual number of engines should be so maintained. It is the capacity for hauling that governs, not the mere numerical equivalent. The same remark applies, in its essence, to the car stock. It is the capacity of the car—so greatly increased in the present day—that is the index to the potential ability of the railway to meet the requirements of traffic.

The value of stores on hand on March 31, 1907, including fuel, roadway and bridge material and miscellaneous stores was \$1,341,996.90.

GENERAL OBSERVATIONS.

The following details, showing the principal items of the traffic of the railway during the nine months ended on March 31, 1907, will be found of interest.

The number of passengers carried was 2,044,847, of which number 191,721 were through passengers. The freight traffic aggregated 2,606,073 tons. The local freight amounted to 1,996,869 tons, and the through freight to 609,204 tons.

The following shows the principal goods carried and their quantities:—

Of flour, 1,531,140 barrels; of grain, 2,231,864 bushels; of lumber, 452,602,703 superficial feet; of live stock, 97,381 head; of coal, 635,480 tons; of manufactured goods, 658,850 tons; of firewood, 67,563 tons, of other articles, 398,348 tons.

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

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The work of rebuilding the railway workshops at Moncton, destroyed by fire on February 24, 1906, is making excellent progress, and, disastrous as the immediate effects of the fire were, it will be found on completion of the new buildings and of the new system of yard arrangement now contemplated that the final result will be greatly to the advantage of the railway, and will actually produce a saving of expenditure more than sufficient, within a reasonable time, to cover the cost now involved, apart from the greater facility for operation afforded. The buildings will be brought thoroughly up to date in all respects, and the machinery and fittings will be of the most satisfactory character; placing the railway in a position as regards this main point of its operations, equal to the most advanced roads on this continent.

It is desirable that I should draw attention to the fact that, last year and for several previous years, the Interecolonial railway has supplied special train service for the transport of European mails, and this without adequate compensation. It is true that the country at large reaps the advantage of this service, which, of course, would not have to be performed were it not for the requirements of the postal accommodation: the burden of the expense is, however, placed on the Interecolonial railway, the additional cost entailed, and which naturally figured in the total expenditure of the railway, amounting to about \$50,000 a year. Not only is the railway debited with this amount, but at the same time, it is debarred from placing a like sum to its credit for the service—thus making a total of \$100,000 a year as the actual loss in supplying the service and the loss of earnings fairly due for that service. I am strongly of the opinion that, at all events for the future, the Post Office Department should defray the cost, as an item which it would certainly have to meet were the Interecolonial a private instead of a national road.

The present position is an unfair one to the balance sheets both of the railway and of the Post Office Department.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction, on the Interecolonial 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 twenty-one years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of work are borne by the government; the duty of supervision is performed by the chief officers of the Interecolonial railway.

The gross earnings of the government (one-third of the gross receipts) for the nine months ended on March 31, 1907, the new closing date of the fiscal year, amounted to \$45,440.52. The expenses of maintenance amounted to \$15,425.32, leaving the net profit to the government \$30,015.20.

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

PRINCE EDWARD ISLAND RAILWAY.

During the fiscal year 1905-06 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, up to June 30, 1906. During the fiscal period of nine months up to March 31, 1907, the Montague Branch from Montague Junction to Montague, 6.2 miles, was opened for traffic, making the total mileage 267.5 miles.

CAPITAL ACCOUNT.

The total cost of the road and its equipment chargeable to capital account on March 31, 1907, was \$7,307,299.21, there having been an addition of \$91,710.52 during the previous nine months.

The chief item of this expenditure was the sum of \$70,316 for increased accommodation at Charlottetown.

REVENUE ACCOUNT.

For the nine months ended on March 31, 1907, the gross earnings amounted to \$215,434.97, and the working expenses to \$283,148.50. The expenditure was in excess of the earnings to the extent of \$67,713.53.

The number of passengers carried was 232,371, producing \$97,750.52. Of freight, 67,144 tons were carried, producing \$98,657.07. The earnings from mails and sundries amounted to \$19,027.38.

The engine mileage was 344,050 miles; the train mileage was 252,292 miles, and the car mileage 1,463,186 miles.

The working expenses per train mile were 112.23 cents, and per mile of railway \$1,060.48.

The receipts per mile of railway amounted to \$806.87.

The value of stores on hand on March 31, 1907, including fuel and steel rails, was \$66,801.31.

Details will be found in the appendices, Part II.

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 commis-

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sioners. 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.

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 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 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 required 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 period of nine months ended March 31, 1907, 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 period to \$5,537,867.50.

The previous expenditure amounted to \$2,609,627.13, making the total expenditure up to March 31, 1907, \$8,147,494.63.

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.

Contracts for construction have been awarded for 852 miles. For fuller information see report of the Commissioners Transcontinental railway.

On the Western Division of the railway to be built by the Grand Trunk Pacific Railway Company, the report of the Government Chief Engineer, Mr. Collingwood Schreiber, C.M.G., dated May 15, 1907, shows the position to be as follows, up to March 31, 1907 :—

The surveys of the line have been completed and the plans and profiles of location have been approved by Orders in Council from a point about 32 miles west from Winnipeg to Edmonton. From Edmonton to a point 27 miles west of the Yellowhead Pass the location plans and profiles have been approved ; but may be revised as improvements develop. The balance of the line to Prince Rupert, the proposed terminus on the Pacific coast, has been located, and plans and profiles submitted ; but an improved revision was expected. The Chief Engineer states that a very good location has been made, only one grade exceeding four-tenths of one per cent ; the exception being a one per cent grade for a distance of about 20 miles. The work, for mountainous work, will not be heavy, except for the distance of about 170 miles east from Prince Rupert, where it will be almost entirely very heavy rock excavation.

The construction work under contract and progress is from Portage la Prairie, 275 miles westward, on which about 75 per cent of the grading was done, and about 60 per cent of the culverts, bridges, &c. ; a further distance of 141 miles to a point a short distance west of the crossing of the South Saskatchewan river, on which 48 per cent of the grading and about 38 per cent of the entire work was done. For a further distance of about 316 miles to Edmonton about 25 per cent of the grading was done. The bridges over the River Assiniboine, the south and north Saskatchewan rivers,

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and the Battle river are under contract. The severity of the last winter has greatly interfered with the work of construction. With regard to track laying the Chief Engineer reports that though steel rails of 80 lbs. to the yard have been delivered for the whole distance, from Winnipeg to Edmonton, 800 miles, the shortage of ties has delayed tracklaying; only 36 miles of track being laid up to March 31, 1907. About 36 miles of telegraph had been erected. This report of Mr. Schreiber 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, 1906.

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 period 1906-07, March 31, 1907.

SUBSIDY CONTRACTS ENTERED INTO DURING 1906-07, TO MARCH 31, 1907.

Bay of Quinté Railway Company.—From Tweed to Bannockburn, 20 miles; contract dated October 31, 1906.

Halifax and South-Western Railway Company.—From a point near Halifax to a point at or near Barrington Passage, 185 miles contract, dated October 8, 1906.

Napierville Junction Railway Company.—From St. Constant to a point at or near the international boundary on the Delaware and Hudson railroad, 28 miles; contract dated October 10, 1906.

Quebec Central Railway Company.—From St. Francis to St. George, 9 miles; contract dated January 28, 1907.

Quebec and Lake St. John Railway Company.—From Roberval to the Government wharf at Lake St. John, 1 mile; contract dated November 24, 1906.

York and Carleton Railway Company.—From its present terminus westerly, 5 miles; contract dated August 20, 1906.

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SUBSIDIES PAID DURING FISCAL YEAR ENDED MARCH 31, 1907.

Atlantic and North-west Railway..	\$ 186,600 00
Bay of Quinté Railway....	72,602 45
Brookville, Westport and Sault Ste. Marie Railway ..	35,600 00
Canadian Pacific Railway (Staynerville Branch)	9,600 00
Chateauguay and Northern Railway, 36.51 miles. . . .	84,224 75
Halifax and South-Western Railway..	268,107 20
International Railway Company of New Brunswick (formerly Restigouche and Western Railway).. . .	51,200 00
James Bay Railway....	420,608 00
Klondike Mines Railway....	96,000 00
Middleton and Victoria Beach Ry., 39.30 miles.	27,667 20
Midland Railway Company, Limited..	4,967 70
Quebec and Lake St. John Ry., 35 miles.....	\$64,512
1 mile.....	3,200
	<hr/>
	67,712 00
	<hr/>
	\$1,324,889 30
	<hr/>

Less refunds in connection with subsidy payments to Atlantic and Lake Superior Railway Company :—

On account of duplicate claims....	\$ 283 02
On account of claims not paid (cheques re- turned)..	1,238 80
	<hr/>
	1,521 82
	<hr/>
	\$1,323,367 48
	<hr/>

GOVERNMENT ACTION AS TO SUBSIDIZED RAILWAYS.

(The numbers within brackets after 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 subsidies 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.

It has to be noted that by the Act 6 Edward VII., chap. 12 (1906), the termination of the fiscal year has been changed from June 30 to March 31 in each year, such change taking effect on and after July 1, 1906, except that the fiscal period 1906-07 shall consist of nine months only, beginning on the said July 1, 1906, and ending on March 31, 1907.

SESSIONAL PAPER No. 20

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*
" 1906-07 ended on Mar. 31, 1907..		1,323,367	48*
			\$32,553,252 54

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 Canada 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. \$35,578,502 54

The main line subsidy to the Canadian Pacific Rail-

way was paid from 'Capital,' amounting to. 25,000,000 00

Total paid as subsidies. \$60,578,502 54

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

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

the public debt, and on which interest at 5 per cent was paid, amounting to \$119,700 a year, under the Act of 1884, chap. 8, up to 1905, and at 4½ per cent, amounting to \$107,730 a year, since and including that year.

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.

ALBERTA SOUTHERN RAILWAY COMPANY.

(See Annual Report of 1891-92.)

ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY

(See Annual Report of 1905-06.)

ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY.

(See Annual Report of 1905-06.)

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 March 31, 1907, is \$3,358,500. 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 Causapéal, but not beyond Sayabee, 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 Causapéal on the Interecolonial 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 Causapéal on the Interecolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a railway from Paspébie to Gaspé, not exceeding 102 miles.

SESSIONAL PAPER No. 20

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 March 31, 1907.

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, 581 and 661.)

This company was incorporated by the Dominion Act of 1881, chap. 46, under the name 'The Bay of Quinté 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 Quinté 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.

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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.

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

By the Railway Subsidy Act, 6 Edward VII. (1906), chap. 43, item 23, the subsidy granted by chap. 7 of 1899, section 2, item 45, in part, and the subsidy granted by chapter 57 of 1903, section 2, item 37, 20 miles of railway, were revoked.

The company were admitted to contract on October 8, 1906, under authority of an order in council, dated September 21, 1906, the time for completion being fixed as by August 1, 1907.

This extension of the railway is completed, and during the nine months between June 30, 1906, and March 31, 1907, the subsidy, \$72,602.45, has been paid.

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.

BEAUFORT JUNCTION RAILWAY COMPANY.

(Operated by New York Central Railroad.)

(See Annual Report of 1895-96.)

BEERSVILLE COAL AND RAILWAY COMPANY.

(See Annual Report of 1905-06.)

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.

(See Annual Report of 1905-06.)

BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY COMPANY.

(See No. 670.)

The history of this railway was given in the annual report for 1896-97, with a statement of the subsidies paid up to the close of the year 1891-92.

SESSIONAL PAPER No. 20

By the Railway Subsidy Act, 6 Edward VII. (1906), chap. 43, item 32, 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 chap. 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 Broekville, 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.

By an order in council, dated December 8, 1906, authority was given for payment to the creditors of the company, through commissioners therein named, the said balances of subsidy.

During the nine months between June 30, 1906, and March 31, 1907, the balance of subsidy due, \$35,600, has been paid, making the total payments to the company up to March 31, 1907, \$140,800.

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 COMPANY (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 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 or 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.

SESSIONAL PAPER No. 20

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 company'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 the authority of orders in council, passed after inspections of the roads in question, payments were made under the said guarantee agreement from the proceeds of the securities deposited with the Receiver General, for that purpose. Such payments, the last of which was made on September 5, 1905, amounting in all to \$8,523,597.43, being the balance of the securities in question, which were thereupon exhausted. The two railways were constructed and open for traffic towards the end of the year 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 Annual Report of 1905-06.)

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 March 31, 1907.

CANADIAN PACIFIC RAILWAY COMPANY.

(Dyment Branch.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(See No. 593 and 630.)

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 three miles.

By the Railway Subsidy Act, 4 Ed. VII. (1904), chap. 34, item 4, the subsidy granted by chap. 57 of 1903, section 2, item 49, 3 miles of railway, was revoked.

SESSIONAL PAPER No. 20

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.

During the nine months between June 30, 1906, and March 31, 1907, payment has been made to the extent of \$9,600, the total amount to the latter date.

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 Reports of 1895-96 and 1905-06.)

CENTRAL COUNTIES RAILWAY COMPANY.

(See Annual Report of 1905-06.)

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 Baneroff 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 March 31, 1907.

CENTRAL RAILWAY RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1902-03.)

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

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'Épiphanic, 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, subsec. 4, a subsidy was authorized for the Bout de L'Île 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'Île 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.

SESSIONAL PAPER No. 20

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.

During the nine months between June 30, 1906, and March 31, 1907, payments have been made to the extent of \$84,224.75, making the total payments up to the latter date, exclusive of bridges, \$136,819.75.

CHATHAM BRANCH RAILWAY COMPANY.

(Now part of Interecolonial 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.)

COMPAGNIE DU CHEMIN DE FER DE COLONIZATION DU NORD.

(See Annual Report of 1905-06.)

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 Stratheona 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 March 31, 1907.

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ELGIN, PETITCODIAC AND HAVELOCK RAILWAY COMPANY.

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

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 and 660.)

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 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.

The total payments up to June 30, 1906, amounted to \$653,776.

By the Railway Subsidy Act, 6 Ed. VII. (1906), chap. 43, item 22, the subsidies granted by chapter 57 of 1903, item 23 (*a*) and (*b*), and item 75, respectively, 185 miles of railway, were revoked.

The company having applied for these subsidies, a contract was entered into with them, accordingly, on October 8, 1906, under authority of an order in council, dated September 21, 1906, the road to be completed by August 1, 1908.

During the nine months between June 30, 1906, and March 31, 1907, payments have been made to the extent of \$268,107.20, making the total payments up to March 31, 1907, \$921,883.20.

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.)

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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.

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.

During the nine months between June 30, 1906, and March 31, 1907, payments have been made to the extent of \$51,200, the total paid up to the latter date.

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 Annual Report of 1905-06.)

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 Duke'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 Bay. Other powers of a general commercial character were granted.

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 25 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.

A supplementary agreement was entered into with the company on March 27, 1906, under the retroactive Act, of 1904, chapter 33, and the order in council of February 16, 1906, fixing the maximum and minimum amounts payable.

Work has been done under this contract, during the nine months between June 30, 1906, and March 31, 1907, to the extent of 79 per cent of the total estimated, and, under authority of an order in council dated December 22, 1906, payment has been made to the extent of \$420,608, making the total payments up to March 31, 1907, \$1,071,872.

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 point, 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

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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 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 March 31, 1907.

KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY.

(Amalgamated with Bay of Quinté 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. During the nine months between June 30, 1906, and March 31, 1907, payments have been made to the extent of \$96,000, the total paid up to the latter date.

KOOTENAY AND ARROWHEAD RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1905-06.)

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 March 31, 1907.

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 1896-97.)

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LAURENTIAN RAILWAY COMPANY.

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

LINDSAY, BOBCAYGEON AND PONTYPOOL RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

LOTBINIÈRE 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 to March 31, 1907.

MAGANETAWAN RIVER RAILWAY COMPANY.

(See Annual Report of 1905-06.)

MANITOULIN AND NORTH SHORE RAILWAY COMPANY.

(See Annual Report of 1905-06.)

MASSAWIPPI VALLEY RAILWAY COMPANY.

(See Annual Report for 1900-01.)

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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 nine months between June 30, 1906, and March 31, 1907, payments have been made to the extent of \$27,667.20, making the total payments up to March 31, 1907, \$125,760.

MIDLAND RAILWAY COMPANY, LIMITED.

(Now part of Dominion Atlantic Railway System.)

(See Annual Report of 1903-04.)

During the nine months between June 30, 1906, and March 31, 1907, there was paid to the company, in addition to amounts previously paid, as recited in the departmental report of 1903-04, the sum of \$4,967.70, which amount had been withheld pending consideration by the Auditor General, making the total payments up to March 31, 1907, \$372,135.70.

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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 March 31, 1907.

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.)

MONTREAL AND OTTAWA RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(Formerly the VAUDREUIL AND PRESCOTT RAILWAY COMPANY. Name changed by 53 Vic., chap. 58.)

(See Annual Report for 1898-99.)

MONTREAL AND PROVINCE LINE RAILWAY COMPANY.

(Operated by Central Vermont Railway.)

(See Annual Report for 1901-02.)

NAKUSP AND SLOCAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1894-95.)

NAPIERVILLE JUNCTION RAILWAY COMPANY.

(See No. 654.)

This company was incorporated by the Act of the province of Quebec, 51-52 Vic. (1888), chap. 99, with powers for the construction of a line of railway from some point in the parish of St. Remi to St. Cyprien, county of Napierville, traversing the counties of Napierville and Laprairie, with power to extend the said line through the county of St. John's. The Act of incorporation was subsequently amended by chap. 68 of the statutes of 1900 (Quebec), and chap. 73 of the statutes of 1904 (Quebec). By virtue of its Acts of incorporation and the amending Acts referred to, the company is vested with all the rights and privileges necessary for the construction and working of a railway from a point in the parish of St. Constant, county of Laprairie, to a point in the parish of St. Bernard de Lacolle, county of St. John's, or else to near Rouse's Point.

By the Railway Subsidy Act, 6 Ed. VII. (1906), chap. 43, item 16, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average expenditure in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a 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) in lieu of the 19 and 12-mile subsidies granted by chap. 7 of 1899, section 2, item 10, and chap. 4 of 1894, respectively, not exceeding 28 miles.

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The company was admitted to contract on October 10, 1906, under authority of an order in council, dated September 21, 1906, the time for completion being fixed as July 31, 1910.

No payments have been made up to March 31, 1907.

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.)

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY COMPANY.

(See Annual Report for 1888-89.)

NEW BRUNSWICK COAL AND RAILWAY COMPANY.

(See Annual Report of 1905-06.)

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 fiscal year 1905-06, the total paid up to March 31, 1907.

NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1890-91.)

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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 authorized for a line of railway from a point on the Intercolonial Railway, at or near New Glasgow to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, section 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 March 31, 1907.

NOVA SCOTIA SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1902-03.)

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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.

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 fiscal year 1905-06, payments have been made to the extent of \$45,764.50, making the total paid to March 31, 1907, 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., chap. 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.)

QU'APPELLE, LONG LAKE AND SASKATCHEWAN 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., chap. 177, 1903.)

(See No. 467 and Acts, chaps. 54 and 177 of 1903, and 35 of 1907.)

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

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and operate lines of railway to connect with existing or future lines of railway on each side of the river.

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

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

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

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

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

The structure is to be a cantilever bridge, composed of two approach spans of 220 feet each, two anchor spans of 500 feet each, and a centre span of 1,800 feet from centre to centre of the piers. The under side of the bridge will give a height of 150 feet above high water. 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.

By the Dominion Special Act, 3 E1. 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 was 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

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further provided that the Governor in Council should have the right to appoint three directors of the company.

By this agreement the company released the government from any claim for the unpaid balance of the subsidy of \$1,000,000 granted to them, and the government agreed 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 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 work was fixed as December 1, 1903.

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 an order in council of January 27, 1904, for the line from the northern terminus of the bridge to Champlain market, in the city of Québec, 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 agreement 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.

Further agreements have been entered into, dated February 9 and March 3, 1906, in respect of advances from the Bank of Montreal.

Under certificates issued from time to time, payments have been made to the extent of \$5,016,453.66, covering work done and materials delivered. This represents the position up to March 31, 1907, the close of the new fiscal year.

QUEBEC CENTRAL RAILWAY COMPANY.

(See No. 651.)

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

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By the Railway Subsidy Act, 6 Ed. VII. (1906), chap. 43, item 13, 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 an extension of the company's 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 chap. 57 of 1903, section 2, item 46.

The company having applied for the subsidy granted for the line from St. Francis to St. George, 9 miles, a contract was entered into with them, accordingly, on January 28, 1907, under the authority of an order in council dated October 12, 1906, the road to be completed by October 1, 1907.

No payments have been made up to March 31, 1907.

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 or 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 nine months between June 30, 1906, and March 31, 1907, payments have been made under the above contract to the extent of \$64,512, making the total up to March 31, 1907, \$150,528.

By the Railway Subsidy Act of 1906, chap. 43, item 29, 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 Roberval to the government wharf at Lake St. John, in lieu of the subsidy granted by chap. 57 of 1903, not exceeding one mile.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on November 24, 1906, under authority of an order in council, dated October 17, 1906.

This extension of the railway is completed, and during the nine months between June 30, 1906, and March 31, 1907, the subsidy, \$3,200, has been paid.

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, includ-

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ing 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 Annual Report of 1905-06.)

RED DEER VALLEY AND COAL COMPANY.

(See Annual Report for 1902-03.)

RESTIGOUCHE AND WESTERN RAILWAY COMPANY.

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

(See Annual Report of 1905-06.)

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.)

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.)

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ST. CLAIR FRONTIER TUNNEL COMPANY.

(See Annual Report, 1890-1, and 1891-2.)

ST. GABRIEL DE BRANDON AND STE. EMELIE DE L'ENERGIE 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.)

ST. MARY'S RIVER RAILWAY COMPANY.

(See Annual Report of 1905-06.)

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 Annual Report of 1905-06.)

UNITED COUNTIES RAILWAY COMPANY.

(Now part of Delaware and Hudson Railroad System.)

(See Annual Report for 1900-01.)

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., chap. 69.)*

(See Annual Report for 1894-95.)

WEST ONTARIO PACIFIC RAILWAY COMPANY.

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

(See Annual Report of 1890-91.)

WOODSTOCK AND CENTREVILLE RAILWAY COMPANY.

(See Annual Report for 1895-96.)

YARMOUTH AND ANNAPOLIS RAILWAY COMPANY.

(See *Western Counties Railway Company*.)

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YORK AND CARLETON RAILWAY COMPANY.

(See No. 605.)

The history of this railway was given in the annual report of 1901-02, with a statement of the subsidies paid up to the close of that year.

By the Railway Subsidy Act, 3 Ed. VII. (1903), chap. 57, item 61, 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 the present terminus of this company's railway westerly, 5 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on August 20, 1906, under authority of an order in council, dated November 3, 1905, the road to be completed by November 1, 1906.

No payments have been made up to March 31, 1907.

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 made 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 March 31, 1907, amounts to \$91,734,718.21. In addition, an aggregate of \$24,495,624.73 has been expended from the consolidated fund, covering repairs, renewals, maintenance and operation of these works, making a total of \$116,230,342.94. The total revenue derived therefrom, including rental of lands and water powers, amounts to \$13,618,586.47.

The canal expenditure for the period of nine months ended on March 31, 1907, was as follows :—

On construction and enlargement a total of \$887,838.61, charged to capital, and further amounts aggregating \$933,645.29, charged to the consolidated fund, namely, \$264,110.73, for maintenance, charged to income; also \$383,845.74, for staff, and \$299,266.19, for repairs, the last two classes of expenditure being charged to revenue, making the total canal expenditure for the nine months \$1,835,061.27.

The total net amount collected amounted to \$105,003.15, of which \$92,310.51 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, 1906, the balance of rents unpaid was \$149,400.67, and the rents accrued during the subsequent nine months, amounted to \$97,113.16, making a total of

\$246,513.83. The rents received amounted, as above, to \$92,310.51, leaving a balance of rents uncollected on March 31, 1907, amounting to \$154,203.32.

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 1906-07, but very voluminous statistics relating to the canal traffic, and various commercial statistics for the season of navigation of the year 1906 will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of these statistics are summarized as follows:—

The total traffic through the several canals of the Dominion for the season of 1906 amounted to 10,523,185 tons, an increase of 1,151,441 tons compared with the previous year. This includes 6,574,039 tons passing through the Sault Ste. Marie Canal, against 5,473,406 tons in 1905. The amount of tolls that would have accrued had they been in force is \$360,673.05.

The following features of the principal canal traffic during the season of 1906 will be of interest:—

On the Welland Canal 1,201,967 tons of freight were moved, an increase of 109,917 tons, of which 740,488 tons were agricultural products, an increase of 143,183 tons, and 147,468 tons produce of the forest; of coal 147,587 tons were carried; 979,099 passed eastward, and 222,868 tons westward. 1,190,780 tons were through freight, of which 968,790 tons passed eastward.

Of the through freight, Canadian vessels carried 607,778 tons, an increase of 152,661 tons, and United States vessels 583,002 tons, a decrease of 37,849 tons.

The total through freight passed eastward and westward through this canal to United States ports was 321,431 tons; an increase of 18,335 tons compared with the year 1905.

The quantity of grain passed down the Welland and St. Lawrence Canals to Montreal was 404,935 tons, an increase of 63,504 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 449,673 tons.

On the St. Lawrence canals 1,637,017 tons of freight were moved, a decrease of 115,838, of which 911,231 were eastbound through freight, and 289,761 tons westbound through freight; 624,706 were agricultural products; 595,566 tons merchandise; 451,414 tons coal, and 271,324 tons forest products.

In 1906 84 cargoes of corn and wheat, aggregating 108,734 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals, as against 115 cargoes, aggregating 180,206 tons in 1905; 75 cargoes, aggregating 116,098 tons in 1904, and 74 cargoes, aggregating 99,582 tons, in 1903. In 1900 there were only 15 cargoes, aggregating 7,924 tons.

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On the Ottawa River canals the total quantity of freight moved was 397,415 tons, an increase of 26,074, of which 346,265 tons were produce of the forest.

On the Chambly Canal 498,939 tons were moved, an increase of 51,870, of which 368,474 tons were produce of the forest and 62,954 tons of coal.

On the Rideau Canal 82,159 tons were carried, an increase of 22,295, 31,430 tons being the product of the forest and 9,990 tons of coal.

On the St. Peter's Canal 76,327 tons were carried, a decrease of 4,750, of which 50,561 tons were merchandise; 39,914 tons of coal.

On the Murray Canal 27,727 tons passed, a decrease of 1,694, and 3,274 tons of this were the product of the forest.

On the Trent Valley Canal 28,495 tons were moved, of which 26,645 tons were the product of the forest.

On the Sault Ste. Marie Canal the total movement of freight was 6,574,039 tons, being an increase of 1,100,633 tons carried in 5,680 vessels, the number of lockages being 4,152. Of wheat, 34,388,478 bushels, and of other grain 16,702,861 bushels were carried; 2,439,513 barrels of flour, 2,947,616 tons of iron ore, 1,238,011 tons of coal, and 33,352,198 feet, board measure, of lumber; all of these items show an increase. The total traffic at this point, accommodated by the canals, the American and Canadian, amounted to 51,754,331 tons, an increase of 7,478,735 tons, carried in 22,155 vessels, an increase of 474. The total quantity of wheat carried was 84,366,309 bushels, an increase of 15,808,309, and of other grain 54,364,759 bushels, an increase of 15,079,652. Of lumber the total was 887,519,198 feet, board measure, a decrease of 67,249,602.*

* 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 1906 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 fifty-two 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 river, for the accommodation of bateaux. 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.

The following are the principal features of the operations of the season of 1906 for both the American and Canadian canals:—

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

The season of navigation from April 13 to December 22 1906, lasted for 253 days, the American canals being opened for 249 days, and the Canadian 253.

The depth of water permitted a safe draft of 19½ feet.

The total freight passed through these canals during the season aggregated 51,751,080 net tons, an increase, compared with the previous year of 7,480,400 tons, or 17 per cent; 63,033 passengers were carried, an increase of 8,829, or 16 per cent, the freight traffic was largely in excess of that in any previous year, the greatest previous traffic having been 44,270,680 tons in 1905.

The American canals carried 87 per cent of the total freight, or 45,180,292 tons, an increase of 6,378,102 tons or 16 per cent, and 49 per cent of the total passengers, or 30,925, an increase of 2,524, or 9 per cent.

On the Canadian canal 6,570,788 tons of freight were carried, or 13 per cent of the total, an increase of 1,102,298 tons, or 20 per cent. The number of passengers was 32,108, an increase of 6,305, or 24 per cent.

The total value of the freight carried was \$537,463,454, an average value per ton of \$10.39. The amount paid for freight transport was \$36,666,889. The average distance freight was carried was 842.4 miles, the total of mile tons being 43,596,953,680.

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In connection with the question canal versus railway transport of grain from the west, it may be noted that whereas grain and peas passed down to Montreal through the Welland and St. Lawrence canals to the extent of 404,935 tons, an increase of 63,504 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk Railways amounted to 386,963 tons, a decrease of 238,586 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; 61,675 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. In 1906 no business was done.

The quantity of grain carried to tidewater on the New York State canals was 294,467 tons, an increase of 78,230 tons, while the quantity carried by the railways of the state to tidewater amounted to 3,942,771 tons, an increase of 778,231.

The total number of registered vessels using the canals was 879 and there were in addition 810 passages by unregistered craft. The total value of registered vessels was \$94,532,500. American vessels carried 95 per cent and Canadian vessels 5 per cent of the total freight: these proportions being the same as in the previous year.

Of the 879 vessels in commission, 767 were American, valued at \$88,392,000, and aggregating 1,425,837 registered tons capacity, and 112 Canadian, valued at \$6,140,500 and aggregating 76,920 registered tons capacity. The Canadian, compared with the previous year, showed an increase of 15 in number, \$711,500 in value, and 8,564 in tonnage.

597 were American steamers, valued at \$82,465,000, aggregating 1,219,838 registered tons, and 101 were Canadian steamers, valued at \$5,780,000, aggregating 66,414 tons.

There were 170 registered American sailing vessels, valued at \$5,927,000, totalling 205,999 registered tons, and 11 Canadian, valued at \$360,500, with an aggregate register tonnage of 74,449 tons.

Unregistered American vessels carried 13,115 tons of freight, and unregistered Canadian 85,703 tons.

Out of the 22,155 passages of the season, 3,537 were by 90 vessels under 100 tons register, carrying 408 tons.

41 new vessels were put in commission in 1906, all being freight steamers; 32 of these are 500 feet and over in length, carrying from 9,000 to 14,000 tons in a single cargo.

The tendency to increase in size of vessels continues. In 1884 there were no boats carrying more than 4,000 tons, and of these only 18 carried more than 3,000 tons. In 1906, there were 134 carrying from 3,000 to 4,000 tons, 37 from 4,000 to 5,000 tons, 24 from 5,000 to 6,000 tons, 52 from 6,000 to 7,000 tons, 82, from 7,000 to 8,000 tons, 48 from 8,000 to 10,000 tons, 36 from 10,000 to 12,000 tons, and 12 from 12,000 to 14,000 tons. In the previous year, 1904, there was only 1 vessel carrying over 10,000 tons.

As to the dimensions of vessels in 1906, there were 171 vessels from 300 to 400 feet in length, and of from 38 to 50 feet beam, 128 from 400 to 500 feet in length, and of from 45 to 53 feet beam, and 57 of 500 to 600 feet in length with 52 to 60 feet beam.

The largest single cargo carried by steamer was 13,272 tons and by sailing vessel 8,960 tons. The greatest amount of freight carried during the season was by steamer 313,434 tons, and by sailing vessel 141,770 tons. The greatest number of miles run was, by steamer, 42,986 miles and by sailing vessel 31,575 miles.

There were 22,155 passages through the canals of which 16,475 were through the American canals and 5,680 through the Canadian canal. These were effected in 14,523 lockages, namely, 10,367 on the American canals, and 4,156 on the Canadian.

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

Hard (anthracite) coal 1,011,375 tons, an increase of 26,674 tons; soft (bituminous) coal 7,728,255 tons, an increase of 2,203,900 tons; flour 6,495,350 barrels, an increase of 722,631 barrels; wheat 84,271,358 bushels, an increase of 15,950,070 bushels; grain other than wheat 54,343,155 bushels, an increase of 15,113,602 bushels (this comprised 587,650 bushels of rye, 20,463,374 bushels of oats, 775,206 bushels of corn, 10,976,929 bushels of barley, and 21,539,996 bushels of flax); manufactured and pig iron 391,105 tons, an increase of 153,409 tons; salt 468,162 barrels, an increase of 45,040 barrels; copper 107,633 tons, an increase of 1,113 tons; iron ore 35,357,042 tons, an increase of 4,024,405 tons; lumber 900,631 M feet B. M., a decrease of 66,175; no silver ore was carried as against 41 tons the previous year; building stone 6,222 tons, a decrease of 93 tons; general merchandise 1,134,851 tons, an increase of 298,268.

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Of the total eastbound and westbound freight carried by the state of New York canals (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 1906 to 82,244,222 tons more by 8,491,081 tons than in 1905, 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, 4.6 in 1904, 4.5 in 1905, and 4.5 in 1906. These canals carried, in 1905, 3,540,907 tons, an increase of 314,011 tons.

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

By means of the enlarged Canadian canal system and the intermediate waterways a minimum depth of fourteen feet of water from Lake Superior to the head of the ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length

The values of these several items of freight and the proportion of each to the whole were as follows:—Coal \$25,136,044, or 4.68 per cent; flour, wheat and other grain \$124,281,196, or 24.80 per cent; iron ore \$121,881,795, or 22.69 per cent; manufactured and pig iron \$30,601,882, or 5.58 per cent; copper \$36,595,220, or 6.81 per cent; lumber \$19,813,882, or 3.69 per cent; salt \$351,121; building stone \$74,664, and general merchandise \$170,227,653, the last three items aggregating 31.75 per cent of the total value.

The eastbound traffic from Lake Superior aggregated 41,584,905 tons, the bulk being iron and copper ore, cereals, flour and lumber. Of this quantity 4,313,078 tons went to Lake Michigan ports, 4,293,708 tons in American vessels from American to American ports, and 19,370 tons in American vessels from Canadian to American ports; no freight was carried to Lake Michigan ports in Canadian vessels. To Lake Huron 1,231,936 tons were carried, 129,120 tons in American vessels from American to American ports, 39,289 tons in American vessels from American to Canadian ports, 35,430 tons in American vessels from Canadian to American ports, \$40,659 tons in Canadian vessels from Canadian to Canadian ports, none in Canadian vessels from Canadian to American ports and 187,438 tons in Canadian vessels from American to Canadian ports. To Lake Erie, 35,503,324 tons were carried, of which American vessels took from American to American ports 34,965,011 tons, from American to Canadian ports 11,550 tons, and from Canadian to American ports 404,696 tons. Canadian vessels carried from Canadian to Canadian ports 360 tons, from Canadian to American ports 121,707 tons, and none from American to Canadian ports. To Lake Ontario 536,567 tons, of which American vessels carried from American to American ports 22,353 tons, from American to Canadian ports 103,762 tons, and from Canadian to American none. Canadian vessels carried from Canadian to Canadian ports 404,285 tons, from Canadian to American ports none, and from American to Canadian ports 6,167 tons.

The westbound traffic to Lake Superior aggregated 10,166,175 tons. From Lake Michigan, American vessels carried from American to American ports 65,455 tons, from American to Canadian 3,877 tons, and Canadian vessels carried 42,226 tons from American to Canadian ports. There was no further traffic. From Lake Huron, American vessels carried 72,812 tons from American to American ports, and 8,206 tons from American to Canadian. Canadian vessels carried 349,066 tons from Canadian to Canadian ports, 20,162 tons from Canadian to American, and 1,870 tons from American to Canadian ports. There was no other traffic. From Lake Erie, American vessels carried 8,291,955 tons from American to American ports, and 766,552 tons from American to Canadian ports. Canadian vessels carried 2,677 tons from Canadian to Canadian ports, and 436,109 tons from American to Canadian ports. There was no other traffic. From Lake Ontario, American vessels carried 5,268 tons from American to American ports, 2,625 tons from American to Canadian and 2,188 tons from Canadian to American ports. Canadian vessels carried 85,743 tons from Canadian to Canadian ports, 2,390 tons from Canadian to American and 4,994 tons from American to Canadian ports.

The transportation charges per unit, including loading and unloading, on the principal items were as follows:—Coal, \$0.35 per ton; flour, \$0.18 per barrel; wheat and other grain, \$0.022 per bushel; manufactured iron, \$2 per ton; pig iron, \$1.50 per ton; salt, \$0.12 per barrel; copper, \$1.50 per ton; iron ore, \$0.67 per ton; lumber, \$2.70 per M. ft. B.M.; building stone, \$1.50 per ton; and general merchandise, \$2 per ton. The total freight charges amounted to \$36,666,889.06, of which those on coal amounted to \$3,058,870.50; on wheat and other grain, \$3,049,519.28; on iron ore, \$23,689,218.14, and on lumber, \$2,431,703.70.

The transportation charges averaged 0.084 of a cent per ton per mile, the average cost per ton being 71 cents.

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 apart), 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.

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, in the hands of competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine, they are well lighted throughout by electricity. 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 Farran's Point canal is lighted by acetylene to the canal navigation, when required.

The foundations for an elevator of 2,000,000 bushels capacity were completed last year, and the work of building the elevator itself is under contract. 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. 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 Public Works, which will also dredge out the area so contained, thus greatly increasing the accommodation and insuring safety at this important point.

The work of deepening the approaches of the Sault Ste. Marie Canal to 31 feet 5 inches below extreme low water mark is nearing completion. When finished a chan-

* In exceptional cases this length can with certain manoeuvring, 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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nelway 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. An extension of 800 feet in length with concrete superstructure at the south upper entrance pier is now completed.

The presence of the various dredges and scows in use at the upper entrance for deepening operations has interfered somewhat with the use of the canal, but, notwithstanding, the traffic shows a considerable increase.

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 54 feet is comprised in the Balsam-Simcoe Lake division of the canal, which has now been completed and taken over from the contractors.

A six-foot navigation is thus afforded from Lake Simcoe to Heely's Falls, a distance of 160 miles, leaving the portion between Heely's Falls and Lake Ontario and the portion from Lake Simcoe to Georgian Bay, Lake Huron, still to be dealt with. The total distance between the Bay of Quinté, Lake Ontario and Georgian Bay is about 192 miles.

During the year 1905-06 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, and the report of the engineer in charge, Mr. E. J. Walsh, was printed in the appendices. The surveys covered the northerly district between Lake Couchiching and Georgian Bay, also the district to the south between Rice Lake and 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, was sent in on the 20th December, 1906, and after full consideration of the several important features of the case demanding attention before coming to a decision, the principal cost both of construction and maintenance (which included liability for unknown damages in the event of a diversion of the waters of the River Trent to meet the requirements of a new outlet at Cobourg or Port Hope), the needs of navigation embracing water supply and harbour facilities, and the potential water powers to be created—the all-river route by the River Trent with outlet at Trenton was finally adopted by an Order in Council of February 19, 1907; the canal to be of such depth as to give 8 feet 4 inches of water on the mitre sills of the locks.

Plans of the east branch of the Holland River from Holland Landing to Newmarket have been furnished by Mr. Walsh with a view to the improvement of navigation, together with estimates of cost; also plans, profiles and estimates both for a 6-foot and a 9-foot navigation for the section between Georgian Bay and Lake Couchiching via Coldwater and the River Severn.

Surveys are also being conducted for a route to the Georgian Bay via Kempenfeldt Bay, at the southwestern end of Lake Simcoe, and the River Notawasga.

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 which was carried out under a provincial order in council of July 22, 1905, and Dominion order of February 16, 1906, has proved of great service in the maintenance of the water supply to the canal; the water being kept at a uniform height throughout the season.

The channelway through the Galops rapids, on the River St. Lawrence, commenced ten years ago, has now, though not carried out to the full depth, 17 feet of navigable waters, originally projected, has reached a point beyond which it is not proposed to go, and the work may be regarded as completed. A channelway has been excavated, 3,000 feet long and 300 feet wide, except at one point, where the width is 248 feet. The points governing the navigable depths are on the Upper Bar, where at the high stage of the river, there is about 14.30 feet of water, a depth which at the abnormally low stage which occurred on November 23, 1901, was reduced to 10.60 feet. It is expected that from 13 feet to 15 feet of water, varying with the season will be afforded by the works now executed. A self-indicating gauge will be established on one of the guide piers at the lower end of the North channel, so that masters of vessels can, at any time, decide whether to use the channel or the canal. It may be observed that the undertaking has naturally been one of extreme difficulty, in view of the necessity for subaqueous drilling, blasting and rock removal in waters of such depth, rapidity of motion and tremendous force, and the results obtained, though not fully up to expectations, have, at all events, afforded an important aid to the navigation of the river at this point. 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 completed with the exception of some stone filling in the rear.

In view of the greatly enhanced value of properties in Montreal available for business purposes in the neighbourhood of the Lachine canal, in which increase the canal revenues were not participating, the whole question of rentals for the canal lands and privileges has been carefully examined into by two expert valuers, who have furnished a new basis for rentals, on present values, which will serve as a guide to the department in its future dealings with the subject.

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.

In my report last year, I urged that, following the usage amongst the leading railway companies of Canada and the United States, 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.

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By the Act of last session, chap. 28, assented to on March 22, 1907, the establishment of a fund to be known as 'The Intercolonial and Prince Edward Island Railways Employees Provident Fund' was authorized. The main feature is that a contribution of $1\frac{1}{2}$ per cent of each month's salary and wages will be made by each employee to the fund, to which a like amount will be added by the railway. Interest at 3 per cent per annum will be allowed on the employee's contribution. On retirement, after a certain length of service the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to $1\frac{1}{2}$ per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be \$20 a month, and the maximum $\frac{2}{3}$ of his said average monthly pay. The fund will be administered by a board of five persons, one to be the general manager, two others to be approved by the Minister and selected from the chief officers of the railway, and the remaining two to be elected annually by the contributing employees. The board has been duly constituted.

The usual digest of the operations of railway companies in Canada which, for some years past, has appeared in the departmental reports, is now discontinued, the matter being in the hands of the Comptroller of Railway Statistics, whose statements will be issued separately.

I should be remiss in my duty were I to fail to bring up prominently—though in but general terms of suggestion—the fact that grave problems of railway management and operation are now presenting themselves for consideration, and are demanding solution at an early date on this continent; problems that will not only tax the best practical administrative and engineering minds of the day for their mode of solution, but will also call for an enormous expenditure in money to carry out the remedial measures requisite.

The great question in the development of any rapidly growing country is transportation, and whether transport be conducted by governments or by private companies, the practical difficulties must be met, or the whole country and its commerce will suffer. To a very considerable extent the energy, ingenuity and enterprise of the great railway companies of the United States have, until recently, been able to meet these difficulties by the construction of locomotives of increased power, the building of freight cars of greater capacity, vast additions to their rolling stock of all kinds, the doubling or quadrupling of their tracks, the extension of their yards and terminal and way facilities. Canada on her side, both on her government and private roads, has to a lesser, but still great extent, been confronted with the same difficulties and has met them in like manner. The provisions made by consignees for the reception and handling of freight in cities have not, however, kept pace with the efforts put forward by the railways, and it is much to be desired in the interests of all parties concerned that attention should be given to the subject.

But in both countries, the growth of traffic is so great as to have outsped the means of accommodating it, and, despite the best efforts of those concerned, there has been serious congestion, detrimental to business, and not to be overcome by the greatest good-will on the part of railway companies and of manufacturers of rolling stock, whose resources have been strained to the uttermost.

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The remedy can, and will, be found primarily in the amplification and improvement of railway equipments, the ordinary type of which will be bettered and the quantity increased. It is well that this, which is an absolute necessity, should be borne in mind as a class of expenses that must be looked for in the near future.

A feature of traffic which entails much difficulty with the Intercolonial rolling stock is the retention of its freight cars, for prolonged periods, on United States lines. Once sent across the boundary line, they are held and utilized by other roads, and their recovery is a matter of difficulty. This is notably the case with pulpwood, of which, during the nine months ended on March 31, 1907, there was shipped over the Intercolonial Railway to United States points 94,125 tons, in 4,968 cars. For this there appears to be no redress, and, until the manufacture of raw material is more general in Canada than at present, may be expected to continue.

A very important feature of difficulty in railway operation as regards the movement of freight results from the statutory provision known as the Lord's Day Observance Act, being the Act of 1906, chap. 27. Speaking from the point of view of the Intercolonial only, I may say that the effect of this enactment is to reduce the working capacity of the locomotive and rolling stock of the road by about one-eighth, through enforced idleness, and further to increase, by a proportional amount, the demands on the service on week days to make up for this period of inaction. As a consequence, a very large addition must be made to the locomotive and car supply solely to cover this additional strain, together with the provision of larger yards to hold the necessary additional stock, apart from any consideration of increased requirements on other grounds.

In the case of the canals, it has been found absolutely necessary, season after season, to keep them open on Sundays towards the close of the year, in order to meet the requirements of an ever-increasing traffic.

The question is, no doubt, one of considerable complication and will, some day, as the difficulty becomes more accentuated, demand a modification of the restriction. Meantime, I merely point out the position as at present existing.

I desire to draw attention to the time that is consumed yearly by the officers of the Intercolonial in preparing the voluminous returns called for by parliament, time that is urgently needed for the normally extensive work of the road, which must be set aside for the returns work. Much of this extra work could be dispensed with if the applicant member of parliament would kindly state clearly the special point upon which information is desired; a few hours or minutes would then enable the officials to supply it, in place of consuming days or weeks in compiling details which are, after all, irrelevant to the matter in hand, and in no way used by him. Apart from the hindrance to the regular work, so caused, the expense of preparing these documents is considerable.

Another feature of the present era is the attention that is being bestowed on inland water transport by means of canal construction, and the utilization of lakes and rivers in that connection.

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With the advent of the propellor and the cheap steel vessel or barge, vast possibilities have arisen, and perhaps nowhere have these been taken advantage of more than at the Sault Ste. Marie canals, giving access to and from Lake Superior. Through these canals during the season of 1906, a fleet of 879 vessels carried 51,751,080 tons of freight; 57 of these vessels were from 500 to 600 feet in length, and of from 52 to 60 feet beam; 48 of them being of from 10,000 to 14,000 tons capacity. The average distance of transportation was 842 4 miles and the average cost for transport per mile per ton was 0·84 mills; \$36,666,889.06 was paid for transportation. These figures indicate the importance of the subject, particularly when it is borne in mind that the entire railway freight traffic of Canada for the year 1905-6 was only \$57,936,-713 tons.

With such facile transport, at rates lower by one-half or one-third than railway carriage, with all its infinite complications, affords, it is not to be wondered at that projects for extension of canal service are being everywhere put forward. In the United States, in addition to the enlargement of the Erie canal, there is the vast project of a waterway between the Great Lakes and the Gulf of Mexico via the basin of the River Mississippi, a 14-foot ship channel, 1,500 miles long, of which the first 40 miles from Chicago to Joliet are already completed; for a further distance of 230 miles to St. Louis, the plans are ready, and a large portion of the balance is under survey. The Panama canal is another of the great waterway schemes under construction. In England a Royal Commission has been appointed to consider the question of canal development, and one of its members, last year, visited this country for the purpose of acquiring information on the subject, one in which Canada has attained exceptional experience, and this department was enabled to afford him all facilities in the matter. In various European countries, the waterway is being looked to for relief in the congestion present there.

That Canada will, before long, be called upon to make further extensions and improvements in this direction is certain, in order to meet the demands of her fast increasing population, her commerce, and the rapid expansion of her western civilization.

What form that action will take is as yet undetermined. The construction of a 20-foot navigation from Georgian bay, Lake Huron to Montreal via the River Ottawa is a scheme that has been much discussed, and a considerable amount of preliminary survey work has been done under the Public Works Department. Then, again, there is the suggestion of the enlargement of the Welland canal, thus allowing the larger class of steamers to reach Prescott, and, thence, by the utilization of properly designed barges, to admit of the economical transport of the products of the west to the sea-going vessels at Montreal. I merely mention the above facts, to prepare the way for the inevitable measures that will be requisite in the near future, without reference to projects that may ultimately arise in connection with the water communications of Western Canada, as that growing section of the country expands.

I venture to submit that before any action is taken with reference to the Georgian Bay Ship canal, or the enlargement of the Welland, it would be advisable

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that a commission should be appointed for the purpose of studying the economic problems involved, and of reporting thereon for the benefit of the government and the country. This commission should, in my opinion, consist of not more than three persons, one of whom should be a business man of large experience, one to represent the marine interests of the country, familiar with the size of ships and the various problems involved in the actual conduct of lake transport, and the third, an engineer of wide experience, one familiar with both rail and water transportation.

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 Period of Nine Months ended March 31, 1907.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
CANALS.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beauharnois.....		598 64	7,552 02	11,711 09
Carillon... }				
Grenville... }		9,393 38	16,749 03	7,036 40
Chambly.....		29,953 80	19,916 33	22,508 88
Cornwall.....	5,218 03	4,191 61	52,050 56	24,489 18
Lachine.....	18,840 85	65,872 25	53,308 14	47,465 20
Murray.....		10,423 00	2,788 14	1,710 55
Rideau.....		14,322 03	30,667 34	44,627 82
Sault Ste. Marie.....	95,504 63		12,290 94	11,520 53
Soulanges.....	13,508 88	3,216 29	19,964 04	15,604 71
Ste. Anne.....		2,449 96	1,595 62	901 47
St. Lawrence... { North Channel.....	61,528 34			
{ Galops Channel.....	13,350 00			
St. Ours.....		4,200 00	2,064 62	1,142 79
St. Peter's.....			2,468 78	246 87
Trent.....	153,045 42	35,360 10	19,229 25	36,516 47
Welland.....	480,305 03	56,036 47	75,031 24	53,247 50
Williamsburg... { Galops.....	45,782 52	18,405 65		
{ Rapide Plat.....	754 91		13,953 58	8,501 57
Total.....	887,838 61	254,423 18	329,629 63	287,231 03
GENERAL ON CANALS.				
Dredge vessels—Lachine.....				4,997 54
" Rideau.....				6,941 78
Miscellaneous.....		2,815 82	958 59	95 84
Salaries and contingencies, canal officers.....			20,343 35	
Sunday labour.....			19,336 80	
Surveys and inspections.....		943 58		
Quebec Canals { Maintenance.....			13,577 37	
{ Remarking boundaries.....		1,487 42		
{ To build two flat scows.....		4,440 73		
Total.....		9,687 55	54,216 11	12,035 16
RAILWAYS.				
Intercolonial.....	1,506,209 26		6,030,171 83	
National Transcontinental.....	5,537,867 50			
Prince Edward Island.....	91,710 52		283,148 50	
Windsor Branch.....			15,425 32	
Total.....	7,135,787 28		6,328,745 65	

NOTE:—Up to and including the year 1906 the Fiscal year ended June 30th, after which the closing date is March 31st.

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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.
GENERAL ON RAILWAYS.				
Contribution to McGill College.		2,500 00		
Railway statistics		3,529 58		
Railway subsidies		1,323,367 48		
Governor General's car	38,582 89	104 88		
Railway Commission		68,664 29		
Subscription to Railway Congress, Brussels.		97 33		
Surveys and inspections		15,719 54		
Government Director Grand Trunk Pac. Ry.		1,500 00		
Total	38,582 89	1,415,483 10		
MISCELLANEOUS.				
Cost of litigation.		3,736 14		
Extra clerks preparing returns to Parliament.		200 26		
Salaries of engineers, draughtsmen, &c.		25,288 10		
" extra clerks, &c.		2,454 15		
Expenses of Governor General to Provinces of Saskatchewan and Alberta.		2,271 78		
Gratuity to representatives of late L. W. Armstrong.		91 66		
Gratuity to representatives of late M. O'Neil		141 66		
Total		34,183 75		
RECAPITULATION.				
Total on canals	887,838 61	254,423 18	329,629 63	287,231 03
" general		9,687 55	54,216 11	12,035 16
Total on canals.	887,838 61	264,110 73	383,845 74	299,266 19
Grand total canals, \$1,835,061.27.				
Total on railways	7,135,787 28		6,328,745 65	
" general	38,582 89	1,415,483 10		
Total on railways	7,174,370 17	1,415,483 10	6,328,745 65	
Grand total railways, \$14,918,598.92.				
Grand totals railways and canals, including miscellaneous, \$34,183.75.	8,062,208 78	1,713,777 58	6,712,591 39	299,266 19

Total amount expended, \$16,787,843.94.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

No. 2.

STATEMENT showing the amount expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to March 31, 1907.

ST. PETER'S CANAL.

	Year ending.	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
" " " " .. 1907				2,468 78	246 87
		648,755 64			
Less—Refunds of previous years		208 50			
Total		*648,547 14	151,134 50	77,355 78	31,729 69

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

Agreeing with Public Accounts, 1907, page 4.... \$ 492,023 82

W. C. LITTLE,

Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

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

BAIE VERTE CANAL.

		Year ending.	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		
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"	"	1896		
"	"	1897		
"	"	1898		
"	"	1899		
"	"	1900		
"	"	1901		
"	"	1902		
"	"	1903		
"	"	1904		
"	"	1905		
"	"	1906		
"	"	1907		
Total.....				44,387 53

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

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

	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure by Imperial Government.....		40,000 00				
Government expenditure prior to Confederation.....		2,547,532 85				
Government expenditure since Confederation.....	1868			1,852 70	13,742 05	10,431 51
" " " ".....	1869	2,000 00			14,209 02	12,085 84
Cost of original construction and enlargement from 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 33	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
" " " ".....	1907	18,840 85		65,872 25	53,308 14	47,465 20
Cost of enlargement.....			9,008,217 93			
Total.....			11,597,750 78	932,701 12	1,877,662 58	1,184,920 32

Total expenditure on capital account as above.....\$11,597,750 78
 Less charged to St. Lawrence River Canals, see page 9..... 82,950,104 15
 Less expenditure by Imperial Government 40,000 00

2,990,104 15

Agreeing with Public Accounts balance sheet, 1907, page 4.....\$ 8,607,646 63

7-8 EDWARD VII., A. 1908

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

BEAUHARNOIS CANAL.

	Year ending.	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	13,733 38
" " " " " "	1873		5,122 50	12,210 73	9,882 06
" " " " " "	1874		26 00	15,392 51	10,990 56
" " " " " "	1875		36 00	14,399 32	12,253 01
" " " " " "	1876			14,465 86	17,170 83
" " " " " "	1877			14,377 63	15,207 36
" " " " " "	1878			14,383 37	9,861 05
" " " " " "	1879			15,015 86	10,370 71
" " " " " "	1880	266 15		15,362 61	8,997 34
" " " " " "	1881			17,659 93	10,770 67
" " " " " "	1882			18,804 53	20,813 86
" " " " " "	1883		6,727 44	18,287 77	15,826 71
" " " " " "	1884		3,277 98	19,107 38	16,232 61
" " " " " "	1885		7,999 79	18,960 40	14,637 70
" " " " " "	1886		8,491 80	19,228 90	14,356 00
" " " " " "	1887		3,633 57	18,867 45	14,999 88
" " " " " "	1888		14,411 97	19,325 05	14,285 98
" " " " " "	1889		10,993 52	20,019 11	14,982 54
" " " " " "	1890			19,847 42	14,999 20
" " " " " "	1891		17,085 68	18,885 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	13,993 46
" " " " " "	1895		27,982 93	10,428 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
" " " " " "	1907		598 64	7,552 02	11,711 09
Total		*1,636,690 26	217,471 70	642,542 58	512,671 47

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

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

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

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

	Year ending.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....					18,442 85	98,378 46
Government expenditure since Confederation.....	1868					
" " " " " "	1869					
" " " " " "	1870					
" " " " " "	1871					
" " " " " "	1872					
" " " " " "	1873				33,241 69	
" " " " " "	1874				26,541 30	
" " " " " "	1875				20,611 36	
" " " " " "	1876				50,215 47	
" " " " " "	1877				47,377 31	
" " " " " "	1878				5,570 46	
" " " " " "	1879				9,265 77	
" " " " " "	1880				9,214 56	
" " " " " "	1881				6,927 96	
" " " " " "	1882		6,933 45	22,000 00	28,933 45	
" " " " " "	1883		3,574 31	41,300 00	44,874 31	
" " " " " "	1884		15,546 03	74,300 00	89,846 03	
" " " " " "	1885		13,710 17	101,400 00	115,110 17	
" " " " " "	1886		16,251 73	99,800 00	116,051 73	
" " " " " "	1887		20,037 31	54,400 00	74,437 31	
" " " " " "	1888		16,082 85	40,400 00	56,482 85	
" " " " " "	1889		1,293 92	17,200 00	18,493 92	
" " " " " "	1890		18,279 91	5,700 00	23,979 91	
" " " " " "	1891		35,137 25		35,137 25	
" " " " " "	1892		59,779 31		59,779 31	
" " " " " "	1893		52,643 39		52,643 39	
" " " " " "	1894		13,721 66		13,721 66	
" " " " " "	1895		1,223 72	181,552 03	182,775 75	
" " " " " "	1896		7,457 05		7,457 05	
" " " " " "	1897		12,347 31		12,347 31	
" " " " " "	1898	171,336 65	7,491 11	32,710 00	211,537 76	
" " " " " "	1899	461,979 50	9,366 47	42,430 00	513,775 97	
" " " " " "	1900	225,000 00	72,484 41	50,000 00	347,484 41	
" " " " " "	1901	184,790 34	19,389 75	91,211 97	295,392 06	
" " " " " "	1902	125,000 00	29,268 64	24,037 85	178,306 49	
" " " " " "	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	
" " " " " "	1907	61,528 34		13,350 00	74,878 34	
Total.....		1,601,119 06	483,830 20	999,482 31	3,311,840 80	98,378 46

ST LAWRENCE RIVER AND CANALS.

St. Lawrence River and Canals, as above.....	\$ 3,331,840 80
Beauharnois Canal, <i>see</i> page 8.....	1,636,690 26
Cornwall Canal " 12.....	7,224,284 70
Williamsburg Canal " 14.....	10,373,311 29
Lake St. Louis " 10.....	298,176 11
Soulanges Canal " 26.....	6,904,683 58
Lachine Canal, from prior to Confederation to June 30, 1875, <i>see</i> page 7....	2,950,104 15
Lake St. Francis, <i>see</i> page 11.....	75,906 71

Agreeing with Public Accounts balance sheet, 1907, page 4.....\$32,774,997 60

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

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

LAKE ST. LOUIS.

	Year ending.	Chargeable to Capital.		Chargeable to Revenue.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation.....	1868				
" " " since "	1869				
" " " " "	1870				
" " " " "	1871				
" " " " "	1872				
" " " " "	1873				
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" " " " "	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		†		
" " " " "	1907		†		
Total			*298,176 11		

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

† Transferred to Department of Marine and Fisheries.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

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

LAKE ST. FRANCIS.

	Year ending.	Capital.		Renewals Chargeable to Income.	
		\$	cts.	\$	cts.
Government expenditure since Confederation.....	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
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" " " "	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		†		
" " " "	1907		†		
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.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

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

CORNWALL CANAL.

—	Year ending.	Chargeable to Capital.		Renewals	Staff.	Repairs.
		\$	cts.	Chargeable to Income.		
		\$	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 Government.....	1876				13,320	6,423
" "	1877	49,211	37		13,375	6,440
" "	1878	145,015	45		13,825	4,935
" "	1879	143,092	05		13,817	4,983
" "	1880	109,454	95		14,440	9,735
" "	1881	53,948	14		15,173	5,524
" "	1882	44,587	61		15,052	6,634
" "	1883	21,728	93		18,283	8,361
" "	1884	22,018	13		18,475	9,007
" "	1885	62,034	90	16,298	15,988	12,368
" "	1886	57,820	83	6,960	15,994	11,832
" "	1887	46,966	43		17,520	12,100
" "	1888	67,945	74		16,938	13,942
" "	1889	163,993	85		17,890	58,205
" "	1890	365,038	01	2,000	17,063	12,758
" "	1891	599,001	85	1,459	16,077	9,830
" "	1892	398,555	25	2,345	15,596	9,864
" "	1893	352,536	13		15,173	9,668
" "	1894	404,990	22		15,344	7,733
" "	1895	450,689	65	21,497	15,414	13,053
" "	1896	448,408	31	2,175	15,472	25,259
" "	1897	438,487	51		15,540	16,438
" "	1898	133,208	96		15,011	15,431
" "	1899	37,649	00	15,960	16,000	14,623
" "	1900	169,889	51	18,547	18,798	13,998
" "	1901	62,032	47		17,104	13,166
" "	1902	90,535	18		17,896	15,045
" "	1903	77,833	81		70,129	19,205
" "	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
" "	1907	5,218	03	4,191	52,050	24,489
Cost of enlargement.....			5,278,659	97		
Total			*7,224,284	70	153,142	835,086
					43	530,998

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

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

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

WILLIAMSBURG CANALS.

	Year ending.	CAPITAL.					Renewals Changeable to Income.	Staff.	Repairs.
		Farraan's Point.		Gallops.	Rapid Plat.	Total.			
		\$	cts.							$	cts.
Government expenditure prior to Confederation being amount of original construction	1868	.....	.....	.....	.....	.....	.....	.....
Government expenditure since Confederation	1869	.....	.....	1,326,655	54	.....	.....	.....
"	1870	.....	.....	.....	.....	.....	.....	6,442 41
"	1871	.....	.....	.....	.....	.....	.....	5,670 88
"	1872	.....	.....	.....	.....	.....	.....	6,346 16
"	1873	.....	.....	.....	.....	.....	.....	5,573 13
"	1874	.....	.....	.....	.....	1,077 06	.....	6,382 17
"	1875	.....	.....	.....	.....	.....	.....	3,230 07
"	1876	.....	.....	.....	.....	.....	.....	7,347 75
"	1877	.....	.....	.....	.....	.....	.....	6,424 49
"	1878	.....	.....	.....	.....	.....	.....	7,395 92
"	1879	.....	.....	.....	.....	.....	.....	6,857 19
"	1880	.....	.....	.....	.....	.....	.....	4,110 29
"	1881	.....	.....	.....	.....	.....	.....	7,418 39
"	1882	.....	.....	.....	.....	.....	.....	11,690 98
"	1883	.....	.....	.....	.....	.....	.....	10,053 61
"	1884	.....	.....	.....	.....	.....	.....	7,388 08
"	1885	.....	.....	.....	.....	.....	.....	4,449 78
"	1886	.....	.....	.....	.....	.....	.....	7,430 11
"	1887	.....	.....	.....	.....	.....	.....	7,517 20
"	1888	.....	.....	.....	.....	.....	.....	3,549 71
"	1889	.....	.....	.....	.....	.....	.....	7,590 15
"	1890	.....	.....	.....	.....	.....	.....	3,999 77
"	1891	.....	.....	.....	.....	.....	.....	7,590 15
"	1892	.....	.....	.....	.....	.....	.....	7,572 35
"	1893	.....	.....	.....	.....	.....	.....	7,447 69
"	1894	.....	.....	.....	.....	.....	.....	7,389 44
"	1895	.....	.....	.....	.....	.....	.....	7,423 48
"	1896	.....	.....	.....	.....	.....	.....	7,349 37
"	1897	.....	.....	.....	.....	.....	.....	7,757 04
"	1898	.....	.....	.....	.....	.....	.....	7,696 07
"	1899	.....	.....	.....	.....	.....	.....	8,198 63
"	1900	.....	.....	.....	.....	.....	.....	7,847 05
"	1901	.....	.....	.....	.....	.....	.....	7,671 54
"	1902	.....	.....	.....	.....	.....	.....	7,635 54
"	1903	.....	.....	.....	.....	.....	.....	7,646 79
"	1904	.....	.....	.....	.....	.....	.....	8,190 13
"	1905	.....	.....	.....	.....	.....	.....	7,485 28
"	1906	.....	.....	.....	.....	.....	.....	8,954 53
"	1907	.....	.....	.....	.....	.....	.....	8,191 69
"	1908	.....	.....	.....	.....	.....	.....	8,678 40
"	1909	.....	.....	.....	.....	.....	.....	9,458 25
"	1910	.....	.....	.....	.....	.....	.....	8,551 32
"	1911	.....	.....	.....	.....	.....	.....	8,551 32
"	1912	.....	.....	.....	.....	.....	.....	7,987 40
"	1913	.....	.....	.....	.....	.....	.....	8,551 32
"	1914	.....	.....	.....	.....	.....	.....	8,317 37
"	1915	.....	.....	.....	.....	.....	.....	8,675 03
"	1916	.....	.....	.....	.....	.....	.....	10,230 99
"	1917	.....	.....	.....	.....	.....	.....	9,675 69
"	1918	.....	.....	.....	.....	.....	.....	7,371 37
Carried forward	1919	.....	.....	.....	.....	.....	.....	195,327 20

Carried forward

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

WILLIAMSBURG CANALS—Continued.

Year ending.	CAPITAL.						Renewals Chargeable to Income.	Staff.	Repairs.		
	Farran's Point.		Galops.		Rapide Plat.					Total.	
	\$	cts.	\$	cts.	\$	cts.					
Brought forward	2,853	76	1,250,620	93	1,209,681	73	210,337	70	195,327	20	
Government expenditure since Confederation.	4,980	00	150,744	16	286,396	96	442,121	12	9,036	00	
"	1897		262,795	78	205,480	55	468,274	33	8,210	71	
"	1898		734,492	07	116,072	55	1,081,886	06	10,708	66	
"	1899		346,956	54	987,186	44	57,869	18	7,410	00	
"	1900		100,534	64	752,799	27	14,298	74	4,137	04	
"	1901		111,158	39	390,112	78	577,772	74	11,092	06	
"	1902		42,209	89	421,945	81	601,973	92	12,342	32	
"	1903		10,266	92	320,354	92	18,483	31	14,403	28	
"	1904		18,700	00	256,536	30	26,774	27	15,246	91	
"	1905		8,108	99	292,337	29	8,109	98	20,570	17	
"	1906				140,920	65	8,209	63	23,399	45	
"	1907				45,782	52	308,556	26	17,289	42	
Totals		877,090	57	6,006,626	92	2,158,242	00	10,373,311	29	91,369	89

* Original construction. \$ 1,320,655 54
 Cost of enlargement. 9,052,655 75

Total. \$10,373,311 29

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

W. C. LITTLE,
 Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, July 5, 1907.

210,337 70 9,036 00 8,210 71 8,032 84 10,000 00 10,897 79 11,755 09 13,673 26 20,092 79 19,430 05 21,492 46 16,148 66 8,501 57 377,590 24 552,598 42

SESSIONAL PAPER No. 20

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

WELLAND CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		§ cts.	§ cts.	§ cts.	§ cts.
Imperial Government.....		222,220 00			
Government expenditure prior to Confederation.....		7,416,019 83			
" since " .. 1868		12,097 84		37,679 05	38,852 96
" " " .. 1869		43,486 36		39,060 61	50,773 03
" " " .. 1870			22,173 72	40,340 45	65,009 19
" " " .. 1871			48,569 10	42,383 33	53,381 02
" " " .. 1872		53,680 32	6,022 44	37,085 37	50,276 90
" " " .. 1873		82,282 20	47,876 27	45,382 99	66,550 73
" " " .. 1874		746,420 61		50,966 48	103,666 99
" " " .. 1875		1,047,119 91		52,595 00	88,539 99
" " " .. 1876		1,569,478 19	700 00	57,623 31	81,376 12
" " " .. 1877		2,199,962 61		59,963 47	49,783 93
" " " .. 1878		2,138,392 99		60,138 59	66,393 53
" " " .. 1879		1,552,697 41		59,912 23	56,755 57
" " " .. 1880		1,252,924 75		63,198 10	76,535 25
" " " .. 1881		1,242,943 37	6,593 19	56,398 04	69,249 53
" " " .. 1882		603,402 17	13,664 80	74,641 51	84,374 97
" " " .. 1883		549,433 29	5,979 03	109,207 21	72,707 62
" " " .. 1884		432,336 21		113,276 87	90,926 97
" " " .. 1885		463,503 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	113,587 05	77,547 77
" " " .. 1890		117,633 22	51,648 28	109,202 02	72,686 19
" " " .. 1891		36,371 03	19,767 73	107,662 63	82,548 30
" " " .. 1892		29,541 21	9,008 80	104,673 73	73,771 87
" " " .. 1893		8,259 94	25,103 13	104,926 73	65,016 84
" " " .. 1894		1,571 78	13,430 20	102,018 80	53,053 71
" " " .. 1895		3,809 35	24,245 02	90,438 07	48,270 94
" " " .. 1896		1,677 67	18,768 99	87,988 11	62,542 64
" " " .. 1897		2,282 35	22,283 06	88,095 20	41,247 81
" " " .. 1898			34,803 25	84,806 54	59,571 66
" " " .. 1899			30,099 84	86,110 88	56,270 60
" " " .. 1900		18,167 29	37,164 84	84,888 36	59,507 64
" " " .. 1901		224,536 96	87,777 43	86,889 24	72,055 89
" " " .. 1902		303,997 81	78,905 37	88,048 95	69,279 90
" " " .. 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 83
" " " .. 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
" " " .. 1907		480,303 03	56,036 47	75,031 24	53,247 50
Total		• 27,275,869 40	915,130 37	3,240,419 40	2,784,621 49

* Total expenditure as above § 27,275,869 40
Less expenditure by Imperial Government..... 222,220 00

Agreeing with Public Accounts Balance Sheet, 1907, page 4.... § 27,053,649 40

Original cost of construction, including first enlargement..... § 7,693,824 03
Enlargement, including new Welland Canal..... 19,582,045 37

Total expenditure as above..... § 27,275,869 40

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

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

STE. ANNE'S LOCK AND CANAL.

	Year ending.	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	2,291 86
" " "	1907		2,449 96	1,595 62	901 47
Total		*1,170,215 63	61,699 68	85,899 31	106,639 27

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

Original construction	§ 134,456 51
Enlargement, including new lock	1,035,759 12
	<u>§ 1,170,215 63</u>

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

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

CARILLON AND GRENVILLE CANAL.

—	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		*			
Government expenditure prior to Confederation		63,053 64			
since	1868		19,817 22	6,301 88	8,911 28
"	1869			6,549 38	10,157 42
"	1870		4,167 96	6,617 81	9,852 09
"	1871		23,119 37	8,676 90	8,218 24
"	1872	165,257 28		8,324 51	17,235 31
"	1873	133,199 10	3,051 38	10,068 28	8,781 50
"	1874	245,258 38		10,710 88	10,605 82
"	1875	339,864 76		10,378 57	18,520 44
"	1876	326,203 16		10,764 38	11,475 96
"	1877	245,738 04		11,050 27	10,304 06
"	1878	22,676 20		11,401 30	5,082 72
"	1879	243,141 24		11,501 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
"	1907		9,393 38	16,749 03	7,036 49
Total.....		†4,182,092 96	250,745 84	565,043 50	444,996 91

* 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.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

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

CULBUTE LOCK AND DAM.

	Year ending	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				
" " " "	1907				
Total.....		*382,776 46	60,923 37	11,507 48	7,036 15

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

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

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

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confederation.....		153,062 60			
" " since "	1863	166 50	7,298 12	18,397 28	16,475 21
" " "	1869			19,250 71	13,140 77
" " "	1870		13 16	20,022 37	19,469 33
" " "	1871		11,732 98	22,814 58	18,120 52
" " "	1872		4,967 50	22,139 48	14,005 32
" " "	1873		18,070 97	22,841 51	26,074 49
" " "	1874		5,793 16	26,815 44	22,957 40
" " "	1875	9,310 85		26,553 37	19,699 81
" " "	1876	2,163 96		26,430 77	14,428 25
" " "	1877	214 11		25,959 56	14,198 18
" " "	1878			26,651 51	11,034 22
" " "	1879	7,703 88		26,042 52	7,134 55
" " "	1880			26,463 88	11,434 05
" " "	1881		133 50	26,024 71	8,627 00
" " "	1882			26,915 29	13,860 28
" " "	1883		70 65	27,322 81	23,524 84
" " "	1884		4,597 50	26,938 95	19,245 02
" " "	1885		2,098 76	26,971 32	18,189 55
" " "	1886		550 00	27,045 95	35,648 04
" " "	1887		20,823 96	29,440 46	18,565 34
" " "	1888		18,889 48	33,458 83	25,478 87
" " "	1889		6,665 22	33,801 77	18,106 36
" " "	1890		21,124 10	34,270 57	18,025 21
" " "	1891		20,967 25	34,641 98	21,537 56
" " "	1892		31,363 23	35,500 82	21,507 16
" " "	1893		24,274 71	35,022 49	18,789 50
" " "	1894		14,485 11	34,943 35	16,939 47
" " "	1895		31,559 48	33,827 08	19,897 32
" " "	1896		21,452 29	34,052 77	30,196 38
" " "	1897		19,079 11	31,461 55	29,535 94
" " "	1898		13,608 39	30,759 05	26,599 93
" " "	1899		700 29	30,751 20	28,199 49
" " "	1900		11,780 41	30,623 27	30,237 09
" " "	1901			31,334 40	33,791 17
" " "	1902		8,894 40	32,193 66	33,959 86
" " "	1903		16,235 13	34,595 31	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
" " "	1907		14,322 03	30,667 34	44,627 82
Total.....		*4,085,889 21	384,862 18	1,184,734 45	942,468 49

* 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, 1907, page 4.....	\$	6,867,531 46

7-8 EDWARD VII., A. 1908

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

ST. OURS LOCK.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		121,537 65			
" " since	1868			1,532 75	753 74
" " " "	1869			1,755 15	1,399 18
" " " "	1870			1,458 09	1,006 22
" " " "	1871			1,414 48	1,210 98
" " " "	1872			1,565 80	1,263 19
" " " "	1873			2,076 50	1,575 10
" " " "	1874			2,219 13	2,363 42
" " " "	1875			1,362 22	1,245 69
" " " "	1876			1,403 92	1,601 71
" " " "	1877			1,533 40	750 80
" " " "	1878			1,556 65	283 77
" " " "	1879			1,581 55	456 07
" " " "	1880			1,614 01	705 54
" " " "	1881			1,741 97	1,299 77
" " " "	1882			2,002 71	1,902 41
" " " "	1883		17,230 32	2,361 65	2,188 08
" " " "	1884		5,279 17	2,315 37	1,494 99
" " " "	1885		4,700 64	2,271 57	3,652 63
" " " "	1886			2,311 70	4,143 47
" " " "	1887			2,175 37	5,864 78
" " " "	1888			2,216 04	2,801 17
" " " "	1889		17,964 45	2,421 14	2,002 63
" " " "	1890		24,571 96	2,138 40	1,935 44
" " " "	1891		21,696 74	2,011 08	4,460 16
" " " "	1892		3,585 34	2,168 44	1,944 33
" " " "	1893			2,136 66	1,994 34
" " " "	1894			2,216 68	924 55
" " " "	1895			2,161 63	915 50
" " " "	1896			2,094 91	1,678 49
" " " "	1897			2,135 60	707 06
" " " "	1898			2,049 67	692 04
" " " "	1899			2,244 12	1,494 93
" " " "	1900		1,596 88	2,181 43	2,681 10
" " " "	1901		3,610 06	2,128 25	1,681 44
" " " "	1902		15,549 27	2,262 39	984 36
" " " "	1903		9,344 89	2,288 63	1,671 83
" " " "	1904		7,984 41	2,334 67	1,690 61
" " " "	1905		14,900 90	2,479 66	1,716 35
" " " "	1906		7,307 39	2,582 95	3,872 75
" " " "	1907		4,260 00	2,064 62	1,142 79
Total		*121,537 65	159,522 42	80,570 96	72,153 41

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

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

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

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		634,711 76			
" since	1868			8,312 90	9,355 70
" "	1869			8,437 22	13,120 97
" "	1870			8,934 41	20,180 73
" "	1871		2,839 85	10,214 71	22,426 33
" "	1872		1,906 40	9,628 50	22,327 99
" "	1873		759 00	10,390 44	11,789 27
" "	1874		2,810 00	11,675 67	16,427 19
" "	1875	2,415 00		12,201 99	16,306 91
" "	1876			10,593 14	13,273 56
" "	1877	80 00		10,281 78	10,111 32
" "	1878			10,413 99	6,022 96
" "	1879			11,301 53	8,809 77
" "	1880			11,516 22	12,377 74
" "	1881			13,950 47	20,705 17
" "	1882		31,796 41	16,686 78	16,843 60
" "	1883		21,332 36	15,904 38	15,182 24
" "	1884		41,640 77	18,448 85	12,003 34
" "	1885		21,049 23	18,378 55	13,046 95
" "	1886		14,347 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
" "	1907		29,953 80	19,916 33	22,508 88
Less proceeds of sale of piece of land.....		637,206 76 150 00			
Total		*637,056 76	609,799 33	655,731 29	611,780 67

* Chamby Canal and River Richelieu.

Chamby Canal, as above..... \$ 637,056 76

St. Ours Lock, see page 20..... 121,537 65

Less amount deducted at Confederation, *see* Public Accounts, 1868, part i, page 9. \$ 758,594 41Government expenditure prior to Confederation,
Chamby Canal, as above..... \$ 634,711 76

St. Ours Lock, see page 20..... 121,537 65

Returned as an asset in Public Accounts, 1868.. \$ 756,249 41
433,807 83

322,441 58

Agreeing with Public Accounts, 1907, page 4..... \$ 436,152 83

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

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

MURRAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					
" since	1868		400 00		
" "	1869				
" "	1870				
" "	1871				
" "	1872				
" "	1873				
" "	1874				
" "	1875				
" "	1876				
" "	1877				
" "	1878				
" "	1879				
" "	1880				
" "	1881				
" "	1882	7,135 63			
" "	1883	84,071 68			
" "	1884	118,187 43			
" "	1885	148,902 66			
" "	1886	179,704 52			
" "	1887	142,563 66			
" "	1888	146,754 37			
" "	1889	215 326 46			
" "	1890	106,760 35		494 31	
" "	1891	61,260 49		5,137 03	173 53
" "	1892	5,964 22		5,803 48	3,505 15
" "	1893	30,838 79		5,499 62	5,341 34
" "	1894			5,667 52	5,295 57
" "	1895			5,354 97	5,063 49
" "	1896			5,409 10	5,410 33
" "	1897			5,526 87	3,966 41
" "	1898			5,799 94	4,710 23
" "	1899			5,073 70	3,533 68
" "	1900			5,613 83	2,777 60
" "	1901			5,175 74	1,138 15
" "	1902			5,254 51	6,377 19
" "	1903	500 60		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
" "	1907		10,423 00	2,788 14	1,710 55
Total.....		*1,248,820 26	14,378 33	90,177 42	67,000 45

* Agreeing with Public Accounts Balance Sheet, 1907, page 4.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

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

TRENT CANAL.

	Year ending,	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation		309,371	31						
" since	1868								
"	1869								
"	1870								
"	1871								
"	1872								
"	1873								
"	1874								
"	1875								
"	1876								
"	1877								
"	1878								
"	1879								
"	1880	561	50			1,188	92	3,568	89
"	1881					2,489	93	2,233	50
"	1882			5,836	51	2,011	92	8,115	50
"	1883	40,767	16	9,303	66	2,235	50	3,047	42
"	1884	120,393	91	6,198	57	2,208	64	5,264	35
"	1885	121,382	84			3,303	87	4,653	50
"	1886	75,103	30			1,639	75	5,917	88
"	1887	179,541	63			1,938	08	6,008	88
"	1888	114,879	35			1,770	29	5,151	42
"	1889	47,592	13	29,677	92	3,242	05	5,935	94
"	1890	58,644	50	11,522	65	3,450	99	730	55
"	1891	9,826	49	3,164	81	3,803	66	4,888	98
"	1892	4,457	28	6,506	97	3,695	85	4,721	85
"	1893	5,962	47	10,838	90	3,739	86	2,087	17
"	1894	3,412	32	20,403	93	3,785	47	4,988	59
"	1895	53,907	70	21,143	41	4,184	18	3,374	49
"	1896	392,976	08	6,185	75	4,349	34	3,329	97
"	1897	486,575	70	13,880	37	4,965	39	3,497	90
"	1898	351,273	31	8,991	54	5,034	60	4,998	80
"	1899	166,611	49	6,179	79	5,048	72	6,454	49
"	1900	334,583	01	8,043	39	5,131	52	9,989	26
"	1901	284,503	89	10,494	82	5,254	51	13,075	89
"	1902	449,075	45	26,165	93	5,575	52	14,984	88
"	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
"	1907	153,045	42	35,360	10	19,229	25	36,516	47
Total		*5,430,488	66	342,559	79	143,020	67	254,962	47

* Total expenditure on Capital Account as above..... \$5,430,488 66
 LESS—Expenditure prior to Confederation..... \$ 309,371 31
 " Year 1880..... 561 50

309,932 81
 Agreeing with Public Account Balance Sheet, 1907, page 4..... \$5,120 555 85

W. C. LITTLE,
 Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, July 5, 1907.

7-8 EDWARD VII, A. 1908

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

TAY CANAL.

	Year ending.	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					*		*	
4 " " "	1894					*		*	
" " " "	1895					*		*	
" " " "	1896					*		*	
" " " "	1897		10,720 50			*		*	
" " " "	1898					*		*	
" " " "	1899					*		*	
" " " "	1900		2,750 00			*		*	
" " " "	1901					*		*	
" " " "	1902					*		*	
" " " "	1903					*		*	
" " " "	1904					*		*	
" " " "	1905					*		*	
" " " "	1906					*		*	
" " " "	1907					*		*	
Total			†489,599 23		748 65	*		*	

* Included in Rideau Canal.

† Agreeing with Public Accounts, 1907, page 4.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

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

SAULT STE. MARIE CANAL.

	Year ending.	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	119,181 69	.....	15,681 55	14,776 33
" " " "	1906	120,000 00	.....	15,878 11	20,086 15
" " " "	1907	95,504 63	.....	12,290 94	11,520 53
Total		*4 639,180 62	997 74	181,253 48	130,137 36

* Agreeing with Public Accounts, 1907, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

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

SOULANGES CANAL.

—	Year ending,	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
" " " " " " " "	1907	13,508 88	3,216 29	19,964 04	15,604 71
Total.....	.....	*6,904,683 58	65,380 02	181,975 33	116,776 02

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

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to
March 31, 1907.

Canal.	Construction.		Enlargement.		Total.	
	\$	cts.	\$	cts.	\$	cts.
St. Peter's.....	648,547	14			648,547	14
Lachine.....	2,589,532	85	9,008,217	93	11,597,750	78
Beauharnois.....	1,636,690	26			1,636,690	26
St. Lawrence River and Canals.....	18,442	85	3,293,397	95	3,311,840	80
Lake St. Louis.....			298,176	11	298,176	11
Lake St. Francis.....			75,906	71	75,906	71
Cornwall.....	1,945,624	73	5,278,659	97	7,224,284	70
Williamsburg. {	Farran's Point.....		877,090	57	10,373,311	29
	Galops.....		6,006,626	92		
	Rapide Plat.....		2,158,242	00		
	Williamsburg.....	1,320,655	54	10,696			26
Welland.....	7,693,824	03	19,582,045	37	27,275,869	40
Ste. 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.....	5,430,488	66			5,430,488	66
Tay.....	489,599	23			489,599	23
Sault Ste. Marie.....	4,639,180	62			4,639,180	62
Soulanges.....	6,904,683	58			6,904,683	58
Total.....	39,990,859	98	51,743,858	23	91,734,718	21

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

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

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

	Year ending.	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	1,275,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" " "	1882	1,593,174 09	55,025 03	224,572 61	187,309 02	325,231 54
" " "	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" " "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" " "	1885	1,504,621 47	58,297 59	280,226 20	201,708 47	321,289 47
" " "	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" " "	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" " "	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" " "	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" " "	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" " "	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" " "	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" " "	1893	2,069,573 30	196,185 84	291,588 97	204,759 39	357,089 87
" " "	1894	3,027,164 19	109,216 33	294,446 34	179,630 13	387,788 97
" " "	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" " "	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" " "	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" " "	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" " "	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" " "	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" " "	1901	2,369,569 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	290,213 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	108,067 76
" " "	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
Total.....		91,734,718 21	4,579,080 95	10,231,111 09	8,151,491 29	13,618,586 47

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

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

HYDRAULIC AND OTHER RENTS.

Balances due July 1, 1906.		Accrued during the nine months ended March 31, 1907.		Totals.		1906-1907.		Abatement.		Deposited to the credit of the Receiver General.		Balances due March 31, 1907.		Totals.	
¢	cts.	¢	cts.	¢	cts.	¢	cts.	¢	cts.	¢	cts.	¢	cts.	¢	cts.
61,793	41	33,568	06	95,361	50					32,173	06	63,178	44	95,361	50
3,303	67	2,389	07	5,702	67					728	00	4,974	67	5,702	67
7,914	37	7,518	50	15,432	87					7,482	50	7,710	37	15,432	87
11,265	84	2,421	00	13,686	84			240	00	517	00	13,169	84	13,686	84
34,898	15	45,410	62	80,308	77					45,700	61	34,448	16	80,308	77
574	84	111	00	685	84					35	00	630	84	685	84
2,736	08	2,221	05	4,957	13					1,651	30	3,000	72	4,957	13
1,337	45	2,073	04	3,410	49			305	11	2,002	54	1,297	95	3,410	49
30	00	230	00	260	00			200	00	215	00	45	00	260	00
25,541	83	456	00	25,997	83					235	50	25,762	33	25,997	83
5	00	37	00	42	00					33	00	9	00	42	00
		1,573	00	1,573	00					1,516	00	57	00	1,573	00
149,400	67	98,018	27	247,418	94			905	11	92,310	51	154,293	32	247,418	91

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

REVENUE STATEMENT ENDING MARCH 31, 1907.

CANAL REVENUE.				Total Canal Revenue Accrued.		Hydraulic and other rents, &c.		Total.		COLLECTION DIVISIONS.		DEPOSITS TO THE CREDIT OF THE RECEIVER GENERAL.		Total.		Cost of Staff, Repairs and Statistical Offices chargeable to Revenue.	
Tolls.	Wharfage and Storage and Fines.	Fines.	Other Receipts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	On Account Canal Revenue.	On Account Hydraulic Rents.	\$	cts.	\$	cts.
.....	33 38	.....	.....	33	38	1,394	40	1,427	78	Welland Canal	.....	33	38	1,394	40	133,848	24
.....	228 10	.....	.....	228	10	30,779	66	31,007	76	Port Colborne	.....	228	10	30,779	66	2,096	23
.....	261 48	.....	.....	261	48	32,174	06	32,435	54	Port Dalhousie	.....	261	48	32,174	06	1,693	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Totals	.....	.....	.....	32,435	54	137,637	67
.....	60 00	.....	.....	60	00	.....	.....	517	00	St. Lawrence Canals	.....	.....	.....	517	00	263,528	39
.....	5 00	.....	.....	5	00	517	00	7,542	50	Beauharnois	.....	60	00	7,482	50	1,363	20
.....	12,741 37	.....	.....	12,741	37	7,482	50	7,28	00	Cornwall	.....	.....	.....	7,28	00	686	25
.....	1,162 15	.....	.....	1,162	15	728	00	1,521	00	Cardinal	.....	.....	.....	1,521	00	5,209	63
.....	13,968 52	.....	.....	13,968	52	1,516	00	58,442	98	Coteau Landing	.....	.....	.....	58,442	98	1,777	90
.....	.....	.....	.....	.....	.....	45,701	61	1,162	15	Montreal	.....	.....	.....	1,162	15	507	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Lachine	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Kingston	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Totals	.....	13,968	52	55,945	11	274,183	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Chambly Canal	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Chambly	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	St. John's	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	St. Ours	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Totals	.....	.....	.....	.....	.....	.....	.....
.....	Ottawa Canals
.....	Grenville
.....	Carillon
.....	St. Anne's Lock
.....	Totals
.....	Totals	10	00	235	50	23,982	00

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79 20	1,405 30	1,326 10	79 20	1,405 30	75,604 16
15 00	282 50	282 50	15 00	282 50	1,173 00
94 20	57 70	42 70	94 20	57 70	347 49
					309 00
	1,745 50	1,651 30		1,745 50	77,434 25
	32 00	32 00		32 00	2,715 65
					150 00
					2,865 65
					4,887 49
					55,745 72
		2,002 54		2,002 54	25 00
					22 67
	2,002 54	2,002 54		2,002 54	55,743 39
		215 00		215 00	25,141 07
14,334 20	106,644 71	92,310 51	14,334 20	106,644 71	655,782 30
					11,989 32
					758 51
					14,631 80
					683,111 93
				1,641 56	
				105,003 15	

Rideau Canal.
 Ottawa
 Kingston Mills.....
 Smith's Falls.....
 Totals.....
St. Peter's Canal.
 Totals.....
Murray Canal.
Tweed Valley Canal.
 Fenelon Falls.....
 Peterborough.....
 Totals.....
Sault Ste. Marie Canal.
 Totals.....
 Dredge Vessels.....
 Inspection.....
 Department of Public Printing
 and Stationery.....
 General.....
 Grand Totals.....
 Less—Refunds.....
 Net Revenue.....

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

INTERCOLONIAL RAILWAY.

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

	Year.	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
		§ cts.	§ cts.	§ cts.	§ cts.
Expenditure prior to Confederation		10,766,725 54			
" since " 1868	1868	483,353 65		359,961 08	420,752 58
" " " 1869	1869	282,615 18		387,548 47	455,022 76
" " " 1870	1870	1,729,381 49		445,208 75	471,245 09
" " " 1871	1871	2,916,782 13		442,993 31	565,713 52
" " " 1872	1872	5,131,141 51		595,076 22	622,900 56
" " " 1873	1873	5,201,450 37		1,011,892 60	703,458 26
" " " 1874	1874	3,614,898 81		1,847,175 24	893,430 17
" " " 1875	1875	3,426,099 55		1,532,589 62	861,593 43
" " " 1876	1876	1,108,321 59		1,277,197 79	848,861 46
" " " 1877	1877	1,318,352 19		1,661,673 55	1,154,445 35
" " " 1878	1878	408,816 74		1,811,273 56	1,378,946 78
" " " 1879	1879	226,639 19		2,010,183 22	1,294,099 69
" " " 1880	1880	2,048,014 60		1,607,956 70	1,520,310 45
" " " 1881	1881	608,732 80		1,780,353 53	1,777,856 76
" " " 1882	1882	585,568 79		2,080,592 37	2,190,315 85
" " " 1883	1883	1,616,632 96		2,383,477 20	2,395,034 99
" " " 1884	1884	1,405,377 52		2,366,719 95	2,376,666 19
" " " 1885	1885	1,195,363 08		2,400,229 87	2,392,605 00
" " " 1886	1886	544,958 17		2,508,473 10	2,406,858 88
" " " 1887	1887	823,070 86		2,854,158 91	2,621,337 41
" " " 1888	1888	742,203 09		3,300,481 94	2,937,337 40
" " " 1889	1889	675,228 43		3,174,785 19	2,923,736 46
" " " 1890	1890	365,246 48		3,500,455 80	2,958,243 38
" " " 1891	1891	79,929 34		3,691,273 65	3,007,630 51
" " " 1892	1892	168,101 77		3,458,891 39	2,978,950 82
" " " 1893	1893	228,984 79		3,062,207 45	3,099,815 20
" " " 1894	1894	166,362 43		2,999,317 07	3,020,485 74
" " " 1895	1895	327,034 51		2,964,940 98	2,979,795 59
" " " 1896	1896	259,105 23		3,029,304 08	2,994,201 93
" " " 1897	1897	145,142 00		2,936,789 71	2,906,631 25
" " " 1898	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" " " 1899	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " " 1900	1900	1,796,348 29		4,444,296 25	4,599,423 14
" " " 1901	1901	3,633,836 57		5,477,283 30	5,019,497 76
" " " 1902	1902	4,621,841 05		5,596,939 57	5,720,990 50
" " " 1903	1903	2,254,256 68		6,214,496 38	6,366,884 53
" " " 1904	1904	1,880,856 60		7,264,263 13	6,392,865 48
" " " 1905	1905	3,937,621 93		8,535,689 91	6,833,561 50
" " " 1906	1906	3,765,170 90		7,599,400 33	7,693,282 40
" " " 1907	1907	1,506,209 26		6,045,597 15	6,248,311 00
Total		*73,310,082 91	280,000 00	121,469,539 76	112,873,554 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 1901-2 paid during fiscal year 1905-6	4,227 95

\$ 3,765,170 90

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INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 32 \$73,310,082 91

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	
			<u>296,872 90</u>
			<u>\$73,013,210 01</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.....			<u>800,000 00</u>
Total capital cost of Intercolonial Railway system.....			<u>*\$82,744,937 89</u>

* Agreeing with Public Accounts, 1906-7, page 4.

W. C. LITTLE, *
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907,

7-8 EDWARD VII., A. 1908

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			
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" " "	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		†	†
" " "	1907		*	†
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.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

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			
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" " "	1884			
" " "	1885			
" " "	1886	85,610 69		
" " "	1887	2,299 62		
" " "	1888	500 17		
" " "	1889			
" " "	1890			
" " "	1891			
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" " "	1907			
Total.		*88,410 48		

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

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

OXFORD AND NEW GLASGOW.

	Year.	Capital.	Working Expenses.
		§ cts.	§ cts.
Government expenditure prior to Confederation.....	1868		
" " since "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
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" " " "	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		
" " " "	1907		
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.

W. C. LITTLE,,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER N . 20

CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868		
" " since "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
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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		
" " " "	1907		
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.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construction.		Working Expenses.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation.....	1868				
" since ".....	1869				
" " ".....	1870				
" " ".....	1871				
" " ".....	1872				
" " ".....	1873				
" " ".....	1874				
" " ".....	1875				
" " ".....	1876				
" " ".....	1877				
" " ".....	1878				
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" " ".....	1883				
" " ".....	1884				
" " ".....	1885		49,587 45		
" " ".....	1886		135,214 38		
" " ".....	1887		24,157 32		
" " ".....	1888		397 35		
" " ".....	1889				
" " ".....	1890				
" " ".....	1891		124,568 23		
" " ".....	1892				
" " ".....	1893				
" " ".....	1894		17 99		
" " ".....	1895				
" " ".....	1896				
" " ".....	1897				
" " ".....	1898				
" " ".....	1899				
" " ".....	1900				
" " ".....	1901				
" " ".....	1902				
" " ".....	1903				
" " ".....	1904				
" " ".....	1905				
" " ".....	1906				
" " ".....	1907				
Total.....			*333,942 72		

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

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

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	50,148 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			
" " "	1907			
Total.....		*62,785,319 97	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1906-1907, 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.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.		Income Expenses.	
		* \$	cts.	\$	cts.
Government expenditure prior to Confederation.					
" since	1868				
" "	1869				
" "	1870				
" "	1871				
" "	1872				
" "	1873				
" "	1874				
" "	1875				
" "	1876				
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" "	1884				
" "	1885				
" "	1886				
" "	1887				
" "	1888				
" "	1889		9,847 27		
" "	1890		381,942 75		
" "	1891		196,869 36		
" "	1892		26,129 89		
" "	1893		2,190 62		
" "	1894		1,675 36		
" "	1895		570 55		
" "	1896				
" "	1897		41,457 29		
" "	1898				
" "	1899				
" "	1900				
" "	1901				8,381 82
" "	1902				
" "	1903				
" "	1904				
" "	1905				
" "	1906				
" "	1907				
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.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....
" since ".....	1868
" " ".....	1869
" " ".....	1870
" " ".....	1871
" " ".....	1872
" " ".....	1873
" " ".....	1874
" " ".....	1875
" " ".....	1876
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" " ".....	1894
" " ".....	1895
" " ".....	1896
" " ".....	1897
" " ".....	1898
" " ".....	1899
" " ".....	1900	1,459,000 00
" " ".....	1901
" " ".....	1902	5,000 00
" " ".....	1903
" " ".....	1904
" " ".....	1905
" " ".....	1906	.....	.....
" " ".....	1907	.....	.....
Total.....	.....	*1,464,000 00	.....

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

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENTS OF THE ACCOUNTANT.

National Transcontinental Railway.

		Year.	Construction.	
			\$	cts.
Government expenditure prior to Confederation.....		1868		
" " since "		1869		
" " " "		1870		
" " " "		1871		
" " " "		1872		
" " " "		1873		
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" " " "		1900		
" " " "		1901		
" " " "		1902		
" " " "		1903		
" " " "		1904	6,249	40
" " " "		1905	778,491	28
" " " "		1906	1,841,269	95
" " " "		1907	5,537,867	50
Total.			*8,163,878	13

* Agrees with Public Accounts Balance Sheet, 1906-1907, page 8.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT showing amount expended on Capital Account on Railways.

Railways.	—	—
	\$	cts.
Intercolonial.....	73,012,989	53
Cape Breton.....	3,860,679	14
Oxford and New Glasgow.....	1,949,283	69
Eastern Extension.....	1,324,042	81
Drummond County.....	1,464,000	00
Montreal and European Short Line ..	333,942	72
Canada Eastern.....	800,000	00
		82,744,937 89
Carleton Branch.....		48,410 48
Prince Edward Island.....		7,307,364 86
Canadian Pacific.....		62,785,319 97
Annapolis and Digby.....		660,683 09
Yukon Territory Works (Stikine-Teslin Ry.).....		283,323 55
National Transcontinental.....		8,163,878 13
Governor General's Car.....		56,538 82
Total.....		162,050,456 79
<i>Memo. re Recapitulation—Railways.</i>		
Total cost as per statement above.....		162,050,456 79
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.....		162,347,329 69

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

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	583,749 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	6,125,481 79	8,906,154 35	7,050,892 11
" " " "	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " " "	1907	7,174,370 17	6,328,745 65	6,248,311 00
Total		*162,387,329 69	130,194,269 45	118,819,364 19

* Total amount paid on construction. \$162,387,329 69
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..... †\$162,347,329 69

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

W. C LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 5, 1907.

7-8 EDWARD VII., A. 1908

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

Year ending.	CHARGEABLE TO INCOME.			CHARGEABLE TO REVENUE.			Total, Yearly Expenditure
	Canals.	Railways.	General.	Canals.	Railways.	General.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1868.			6,305 66	12,000 00		2,416 66	20,722 32
1869.			8,367 52	12,000 00		1,000 00	21,367 52
1870.			7,853 03	18,698 89		7,679 78	34,231 70
1871.			34,773 72	12,018 98			46,792 70
1872.			20,949 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	69,265 22			85,045 49
1895.	10,695 48	13,221 27	19,304 87	69,769 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	21,732 58	34,138 50	65,770 65			125,319 96
1903.	2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
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
1907.	9,687 55	92,115 62	34,183 75	66,251 27			202,238 19
	263,078 00	815,805 58	669,912 45	1,270,863 49	45,039 97	69,711 05	3,134,410 54

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 5, 1907.

SESSIONAL PAPER No. 20

RECAPITULATION--RAILWAYS AND CANALS, TO MARCH 31, 1907

EXPENDITURE.

<i>Chargable to Capital Account--</i>			
Railways, <i>see</i> Statement page 46	.....	\$ 162,050,456 79	
Canals " " 28	.....	91,734,718 21	
			\$ 253,785,175 00
<i>Chargable to Consolidated Fund--</i>			
*Railway Subsidies as per Statement No. 3, page 50	.....	\$ 35,578,502 54	
<i>Income Account--</i>			
Intercolonial Railway <i>see</i> page 32	.....	\$ 280,000 00	
Add transferred from Capital	" 33	296,872 90	
Railways	" 48	815,805 58	
Canals	" 28	4,579,080 95	
"	" 48	263,078 00	
General, Railways and Canals	" 48	669,912 45	
			\$ 6,904,749 88
<i>Revenue Account--</i>			
Canals--Operating and Maintaining Staff, <i>see</i> page 28	.....	\$ 10,231,111 00	
Canals--Repairs, <i>see</i> page 28	.....	8,151,491 29	
" " 48	.....	1,270,863 49	
Railways--Working Expenses, <i>see</i> page 47	.....	130,194,269 45	
" " 48	.....	45,039 97	
General--Railways and Canals	" 48	69,711 05	
		\$149,962,486 25	
			\$192,445,738 67
Total Expenditure on Railways and Canals		.....	\$446,230,913 67

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

RAILWAYS.

Capital Account	.....	\$ 162,050,456 79	
Consolidated Fund	.....	167,210,490 44	
			\$ 329,260,947 23

CANALS.

Capital Account	.....	\$ 91,734,718 21	
Consolidated Fund	.....	24,495,624 73	
			\$ 116,230,342 94

GENERAL, COMMON TO BOTH.

Consolidated Fund	.....	739,623 50	
Total expenditure on Railways and Canals		.....	\$446,230,913 67

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways--Revenue received from July 1, 1867, to March 31, 1907, (for details <i>see</i> page 47)	.....	\$118,819,364 19
Canals " " " " " " 28)	.....	13,618,586 47
Total Revenue, Railways and Canals		\$132,437,950 66

*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 up to 1905, granted by 47 Vic. Ch. 8 (1884) and the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of \$2,394,000, 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 1898-04, page X. and page 79, 1906.)

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 5, 1907.

Statement showing Subsidies voted for Railways as to which contracts have been entered into and payments made up to March 31, 1907.

Main table with columns: Authority, Amount, and Railways. Rows list various railway projects such as International Railway, Quebec; Kingston, Nanawac and Western Railway; and Montreal and Westport and South St. Marie Railway, Ontario. The table includes numerical data for each year from 1884 to 1907 and a total for March 31, 1907.

* Of 61, Victoria Cap. 1, 62 of Victoria, Cap. 2, 63 of Victoria, Cap. 3, 1 of Edward VII, Cap. 7, and 3 of Edward VII, Cap. 8, authorize \$5,200 per mile subsidy if the cost does not average more than \$15,000 per mile, if over that amount a further sum of fifty per cent on as much of the average cost of the mileage subsidised as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$24,000 per mile. 1 of this amount \$16,141 was in connection with subsidy to Montreal and Sorel Railway. 2 Less rebates for duplicate claims and claims not paid.



PART II

SKETCH MAPS OF DOMINION RAILWAYS AND CANALS

AND

REPORT OF THE CHIEF ENGINEER

COMPRISING REPORTS OF

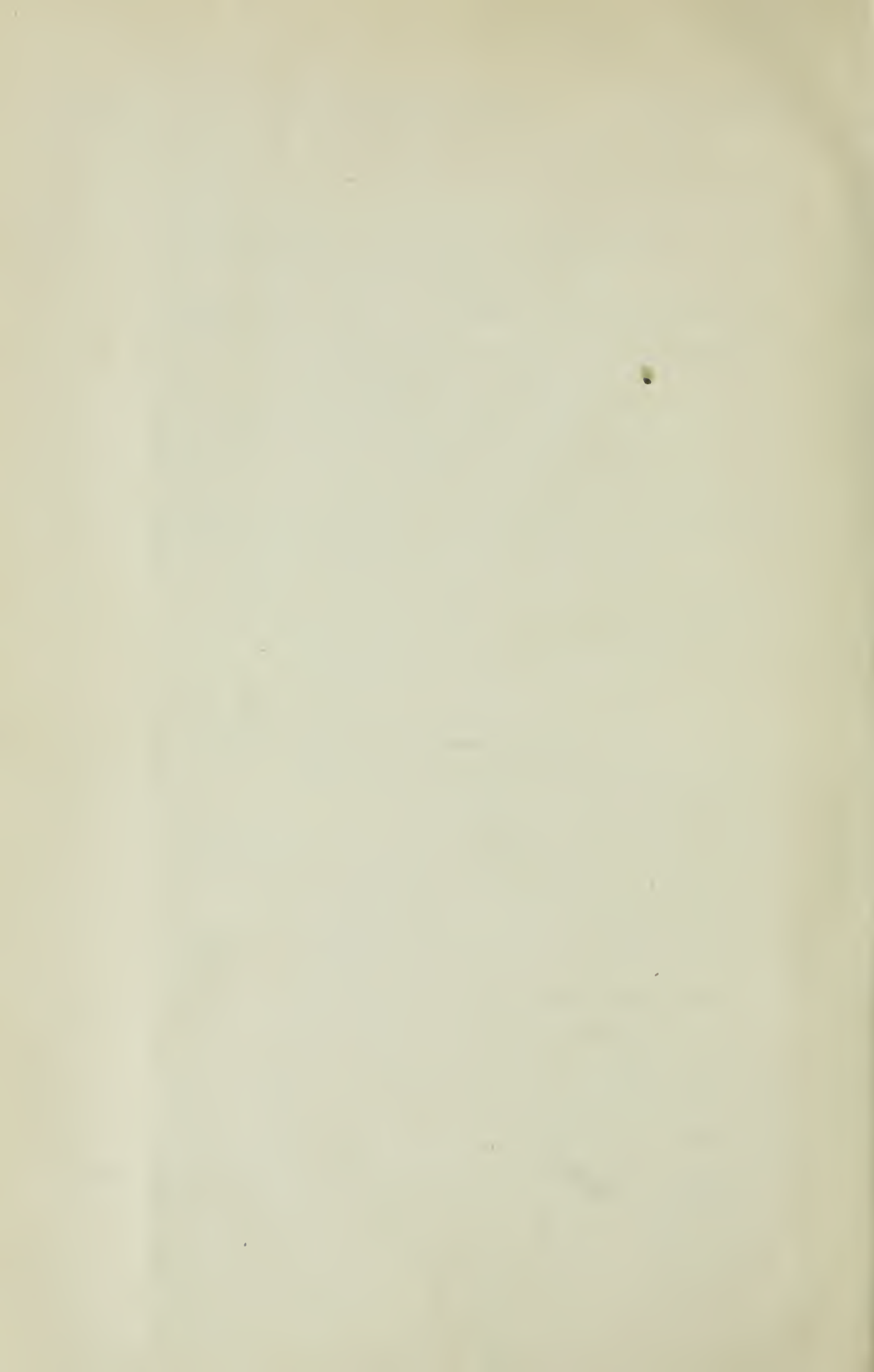
GENERAL MANAGER OF GOVERNMENT RAILWAYS AND
SUPERINTENDENTS OF CANALS

1906-1907

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.
 S. L. Shannon, Comptroller, I.C.R.
3. D. Pottinger, General Manager Government Railways, Windsor Branch.
 T. C. Burpee, Engineer of Maintenance, Windsor Branch.
 S. L. Shannon, Comptroller, 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. Rheaume, 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. F. B. Fripp, Acting 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, July 1, 1907.

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1907, covering, however, the works of construction up to June 1, 1907.

First.—The annual report of the General Manager of Government Railways, to which are attached the reports 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, the Trent canal 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 March 31, 1907.

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 Chêne 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

7-8 EDWARD VII., A. 1908

Pictou to Oxford Junction...	69·10
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
Sydney to Sydney Mines..	2·70
Fredericton to Loggieville..	125·00
	<hr/>
	1,408·32

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
	40·30
	<hr/>
	1,448·62

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, North 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..	·78
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

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Campbellton Wharf Branch.....	43
Rimouski Wharf Branch.....	2 00
Trois Pistoles Spur.....	2 38
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
	1,491 96

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 Cascumpec Wharf.....	1
Charlottetown to Murray Harbour.....	52 3
Montague Junction to Montague.....	6 2
	267 5

Total length of government railways... 1,791 46

The result of the nine months' operations of the government railways may be stated as follows:—

Name of Railway.	Mileage in Operation.	Amount.		Profit.		Loss.	
		\$	cts.	\$	cts.	\$	cts.
Intercolonial Division.....	1,448	Working expenses ..	6,030,171 83	218,139 17	.....	
		Earnings.....	6,248,311 00		.....	
Windsor Branch.....	32	One-third earnings...	45,440 52	30,015 20	.....	
		Maintenance.....	15,425 32		.....	
Prince Edward Island Division..	267	Working expenses ...	283,148 50	.....	67,713 53		
		Earnings.....	215,434 97		.....	
Total, miles.....	1,747	Deduct loss from profit.....		67,713 53	.....	
		Net profit.....		180,440 84	.....	

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.

7-8 EDWARD VII., A. 1908

The working expenses of the Intercolonial Railway given above include the \$105,000 rental paid to the Grand Trunk Railway.

The gross earnings of the government railways for the last two periods of nine months compare as follows:—

	1905-06.	1906-07.
Intercolonial Division.	\$5,586,155 21	\$6,248,311 00
Windsor Branch.	39,762 63	45,440 52
Prince Edward Island Division.	189,443 31	215,434 97
	<hr/>	<hr/>
	\$5,815,361 15	\$6,509,186 49

Showing an increase in the gross earnings of \$693,825.34.

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

	1905-06.	1906-07.
Intercolonial Division.	\$5,755,923 90	\$6,030,171 83
Windsor Branch.	14,514 32	15,425 32
Prince Edward Island Division.	217,812 74	283,148 50
	<hr/>	<hr/>
Total.	\$5,988,250 98	\$6,328,745 65
Gross working expenses of government railways.	5,988,250 98	6,328,745 65
Gross earnings of government railways.	5,815,361 15	6,509,186 49

Excess of earnings over working expenses, which include rental, \$105,000, Grand Trunk Railway. . . \$180,440 84

Showing an increase in working expenses for the nine months, compared with the previous year of \$340,494.67, which is made up of the following:—

Intercolonial Division.	\$274,247 91
Windsor Branch.	911 00
Prince Edward Island Division.	65,335 76
	<hr/>
	\$340,494 67

SESSIONAL PAPER No. 20

INTERCOLONIAL DIVISION.

COMPARATIVE Statement of Ocean-borne Passenger Business done at the Port of Halifax during the fiscal period of nine months ended March 31, 1907.

Name of Steamer.	1905-1906.			Name of Steamer.	1906-1907.		
	No. of Passengers.				No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Pretorian	112	1,849	1,961	Pretorian	Nil.	667	667
Parisian	45	1,938	1,983	Parisian	Nil.	1,578	1,578
Southwark	Nil.	1,648	1,648	Southwark	Nil.	1,120	1,120
Corinthian	43	1,288	1,331	Corinthian	Nil.	1,669	1,669
Virginian	172	1,945	2,117	Virginian	71	1,727	1,798
Siberian	1	1,078	1,079	Siberian	Nil.	1,065	1,065
Mongolian	Nil.	884	884	Mongolian	Nil.	577	577
Dahome	3	30	33	Corean	Nil.	58	58
Corean	Nil.	546	546	Numidian	Nil.	880	880
Numidian	31	1,245	1,276	Victorian	40	2,467	2,507
Victorian	85	1,416	1,501	Canada	42	1,889	1,931
Canada	31	986	1,017	Tunisian	130	2,363	2,493
Carthaginian	8	1,361	1,369	Sardinian	Nil.	669	669
Tunisian	246	3,719	3,965	Laurentian	Nil.	1,074	1,074
Sardinian	Nil.	443	443	Pomeranian	Nil.	289	289
Laurentian	Nil.	717	717	Dominion	10	2,141	2,151
Pomeranian	Nil.	447	447	Sicilian	Nil.	1,449	1,449
Norsman	Nil.	1,746	1,746	Sarmatian	Nil.	169	169
Dominion	38	1,171	1,209	Empress of Ireland	6	Nil.	6
Sicilian	56	2,835	2,891	Empress of Britain	25	Nil.	25
Kensington	Nil.	2,287	2,287	Tonian	58	1,880	1,938
Sarmatian	Nil.	214	214	Sicilian	Nil.	1,449	1,449
City of Vienna	5	305	310	Vancouver	Nil.	780	780
Total	876	30,098	30,974	Total	382	24,521	24,903

* NOTE.—Of the total number 24,903, 15,922 travelled over the Intercolonial Railway as follows: 11,213 via St. John and Canadian Pacific, 4,779 via Intercolonial Railway, long haul.

COMPARATIVE Statement of Ocean-borne Freight Traffic during the fiscal period of nine months ended March 31, 1907.

Name of Line of Steamers.	WINTER OF 1905-1906.			Name of Line of Steamers.	WINTER OF 1906-1907.		
	Measurement tons.	Weight tons.	Total tons.		Measurement tons.	Weight tons.	Total tons.
Allan Line	5,414	3,656	9,070	Allan Line	7,329	4,672	12,001
Furness Line	4,257	8,728	12,985	Furness Line	2,307	7,204	9,511
Canadian Pacific	388	1,121	1,509	Canadian Pacific	Nil.	Nil.	Nil.
Canada-Jamaica Steamship Line		873	873	Canada-Jamaica Steamship Line	Nil.	1,862	1,862
Pickford and Black	15	8,942	8,957	Pickford and Black	40	13,844	13,884
Various other lines and Tramp Steamers				Various other lines and Tramp Steamers	Nil.	Nil.	Nil.
Total	10,074	23,320	32,394	Total	9,676	27,582	37,258

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The above statement shows an increase of 4,864 tons of ocean-borne freight traffic for the winter season of 1906-07, as compared with the winter season of 1905-06.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account during the fiscal year ending March 31, 1907:—

	PASSENGER CAR STOCK.																		
	Engines.	Dining cars.	1st class sleeping and par-lour.	1st class.	2nd class sleepers.	2nd class.	Baggage and mail postal.	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.
23	115	.....	.....	.....	.....	.....	.....	.....

The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended March 31, 1907, at the cost of revenue to maintain the work:—

	PASSENGER CAR STOCK.														
	Engines.	1st class sleeping and parlour.	1st class.	2nd class sleepers.	2nd class.	Baggage and express.	Conductor's van.	Box car.	Platform cars.	Refrigerator cars.	Coal cars of three several kinds.	Snow ploughs.	Wing ploughs.	Oil tank.	Rotary snow ploughs Auxiliary.
Total.....	1	9	11	2	1

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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	913,420
1877-78	714	1,816,273	56	1,378,946	78			432,326	78	522,710	318,957
1878-79	714	2,010,183	22	1,294,009	69			716,083	53	510,861	640,101
1879-80	829	1,603,429	71	1,506,298	48			97,131	23	561,924	581,483
1880-81	840	1,759,851	27	1,760,393	92	542	65			725,777	631,245
1881-82	840	2,069,657	48	2,079,262	66	9,605	18			838,956	779,994
1882-83	840	2,360,373	27	2,370,910	10	10,547	83			970,961	878,600
1883-84	887	2,377,433	62	2,384,414	92	6,981	30			1,009,237	944,636
1884-85	941	2,519,751	56	2,441,203	66			78,547	90	989,986	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	2,957,440	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	1,296,928	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	51	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
*1906-07	1,448	6,030,171	83	6,248,311	00	218,139	17			2,606,973	2,044,847

* 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 March 31, 1907.

Year.	Miles in Operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		§ cts.	§ cts.	§ cts.	§ cts.
1876-7.	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877-8.	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9.	714	451,893 29	752,490 85	88,715 55	1,294,009 69
1879-80.	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1.	840	545,114 48	1,113,872 21	101,407 23	1,760,493 92
1881-2.	850	651,296 94	1,303,496 00	124,470 72	2,079,262 66
1882-3.	940	741,992 70	1,487,601 98	141,326 40	2,379,910 10
1883-4.	887	775,783 77	1,461,390 37	147,240 78	2,383,414 92
1884-5.	941	747,285 13	1,542,052 10	151,566 35	2,441,203 66
1885-6.	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7.	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8.	971	884,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9.	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
1890-1.	1,094	962,316 88	1,854,629 88	160,448 62	2,977,395 38
1891-2.	1,142	961,427 94	1,863,529 03	180,485 00	2,945,441 97
1892-3.	1,132	1,002,912 74	1,868,823 84	184,468 80	3,065,499 09
1893-4.	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5.	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-6.	1,142	971,426 26	1,788,813 18	167,400 66	2,957,640 10
1896-7.	1,145	979,005 57	1,687,050 42	199,972 63	2,866,028 02
1897-8.	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9.	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900.	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1.	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2.	1,315	1,770,941 13	3,644,513 42	253,931 36	5,671,385 91
1902-3.	1,315	1,927,916 97	4,128,255 00	268,151 75	6,324,323 72
1903-4.	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5.	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 83
1905-6.	1,446	2,297,716 52	5,019,805 53	326,307 85	7,643,829 90
1906-7.	1,448	1,952,438 88	4,032,745 00	263,127 12	6,248,311 00

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INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight Carried from June 30, 1876, to March 31, 1907.

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
1879-80	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
1889-90	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
1899-1900	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
1906-7	1,448	1,996,869	609,204	2,606,073

7-8 EDWARD VII., A. 1908

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried from June 30, 1876, to March 31, 1907, a period of nine months.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7.	714	The information for these years was destroyed when the general offices in Moncton were burned		613,420
1877-8.	714			618,957
1878-9.	714			640,101
1879-80.	829			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
1906-7.	1,448	1,853,126	191,721	2,044,847

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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.		
1876-7.....				103,420	103,420
1877-8.....				97,043	97,043
1878-9.....		300		112,232	112,532
1879-80.....		1,097		135,369	136,466
1880-1.....		6,102	4,022	174,483	184,607
1881-2.....		18,015	11,779	218,364	248,158
1882-3.....		12,837	22,206	227,380	262,423
1883-4.....		32,014	19,534	252,014	293,562
1884-5.....		133,440	1,773	213,791	349,004
1885-6.....		171,170	21,150	215,272	407,592
1886-7.....		192,871	27,536	233,178	453,585
1887-8.....		183,704	36,228	300,727	529,659
1888-9.....		160,026	27,923	338,538	526,487
1889-0.....		164,453	25,126	366,967	554,546
1890-1.....		113,996	69,213	344,829	498,038
1891-2.....		35,447	5,918	392,441	433,806
1892-3.....		136,868	3,775	402,653	543,296
1893-4.....		102,273	8,028	367,390	478,691
1894-5.....		67,082	7,865	310,253	385,200
1895-6.....		53,124	9,681	369,708	432,513
1896-7.....		38,395	12,305	331,469	382,172
1897-8.....		9,084	9,796	351,069	369,949
1898-99.....		4,644	5,399	484,163	494,206
1899-1900.....		3,495		599,714	603,289
1900-1.....	136			506,454	506,590
1901-2.....	1,131	5,763	3,640	546,986	557,520
1902-3.....	2,200	7,817	6,775	725,727	742,519
1903-4.....	2,260	637	513	691,346	694,761
1904-5.....	800	265	5,022	596,290	602,377
1905-6.....	7,542	1,625	661	610,444	620,272
1906-7.....	1,737	2,808	3,252	624,833	632,630

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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				1892-93	155,306	197,666	352,975
1877-78				1893-94	Nil.	8,026	8,026
1878-79				1894-95	"	Nil.	Nil.
1879-80				1895-96	"	"	"
1880-81				1896-97	"	"	"
1881-82				1897-98	8,000	"	8,000
1882-83	31,011		31,011	1898-99	30,000	"	30,000
1883-84	73,389		73,389	1899-1900	13,239	"	13,239
1884-85	300,901		300,901	1900-01	147	"	147
1885-86	389,122		389,122	1901-02	Nil.	"	Nil.
1886-87	575,880		575,880	1902-03	"	"	"
1887-88	69,021		69,021	1903-04	147,438	"	147,438
1888-89	129,725		129,725	1904-05	Nil.	"	Nil.
1889-90	502,012		502,012	1905-06	*170,000		170,000
1890-91	148,803	59,543	218,337	1906-07			Nil.
1891-92	845,997	519,500	1,265,497				

* Via Montreal.

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	1892-93	856,913
1877-78	557,778	1893-94	944,967
1878-79	630,329	1894-95	938,351
1879-80	535,248	1895-96	822,097
1880-81	672,310	1896-97	847,701
1881-82	692,095	1897-98	987,408
1882-83	983,916	1898-99	1,157,250
1883-84	817,134	1899-1900	1,234,077
1884-95	935,977	1900-01	1,292,106
1885-86	761,127	1901-02	1,311,707
1886-87	763,894	1902-03	1,521,540
1887-88	871,838	1903-04	1,607,050
1888-89	948,514	1904-05	1,769,480
1889-90	1,116,050	1905-06	1,882,630
1890-91	1,013,129	1906-07	1,531,140
1891-92	954,015		

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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	1892-93.....	1,514,619
1877-78.....	331,170	1893-94.....	1,304,684
1878-79.....	302,921	1894-95.....	1,036,384
1879-80.....	534,021	1895-96.....	1,064,385
1880-81.....	565,678	1896-97.....	1,093,499
1881-82.....	560,253	1897-98.....	1,551,372
1882-83.....	1,195,601	1898-99.....	2,595,353
1883-84.....	654,673	1899-1900.....	2,720,453
1884-85.....	734,902	1900-1901.....	3,535,364
1885-86.....	849,800	1901-02.....	2,950,761
1886-87.....	1,018,395	1902-03.....	3,392,252
1887-88.....	1,219,035	1903-04.....	2,788,772
1888-89.....	1,256,158	1904-05.....	3,317,910
1899-90.....	2,610,202	1905-06.....	2,924,226
1890-91.....	2,890,921	1906-07.....	2,231,864
1891-92.....	3,776,677		

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	1892-93.....	181,211,013
1877-78.....	56,626,547	1893-94.....	200,507,949
1878-79.....	55,626,696	1894-95.....	202,247,269
1879-80.....	55,462,654	1895-96.....	226,332,715
1880-81.....	72,841,388	1896-97.....	243,355,725
1881-82.....	78,356,418	1897-98.....	354,093,816
1882-83.....	104,633,417	1898-99.....	306,554,031
1883-84.....	131,120,948	1899-1900.....	379,350,074
1884-85.....	138,493,675	1900-1901.....	396,858,964
1885-86.....	117,186,512	1901-02.....	428,051,029
1886-87.....	161,801,763	1902-03.....	459,231,589
1887-88.....	197,755,272	1903-04.....	465,379,303
1888-89.....	199,507,777	1904-05.....	518,434,310
1889-90.....	210,886,071	1905-06.....	572,878,600
1890-91.....	184,188,324	1906-07.....	452,602,793
1891-92.....	175,474,340		

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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	1892-93.....	93,369
1877-78.....	46,498	1893-94.....	79,203
1878-79.....	47,584	1894-95.....	72,106
1879-80.....	70,990	1895-96.....	64,051
1880-81.....	61,574	1896-97.....	72,082
1881-82.....	73,479	1897-98.....	89,301
1882-83.....	68,338	1898-99.....	109,821
1883-84.....	60,090	1899-1900.....	92,813
1884-85.....	70,785	1900-01.....	95,923
1885-86.....	74,498	1901-02.....	98,495
1886-87.....	82,896	1902-03.....	127,060
1887-88.....	98,302	1903-04.....	113,006
1888-89.....	85,960	1904-05.....	110,670
1889-90.....	80,771	1905-06.....	106,589
1890-91.....	95,529	1906-07.....	97,381
1891-92.....	87,889		

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
1906-07.....	1,384	15,922	436	110,447	128,219

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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	6,967	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	29,967
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		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
1906-07.....		394		14,671	15,065	1,998	5,898	2,374	13,927	24,197

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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 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.	Tons.
1876-77.....		530	921	527	1,978	551	1,848	802		3,201
1877-78.....		596	1,015	474	2,085	898	1,644	805		3,347
1878-79.....		471	1,336	817	2,624	988	1,038	1,048		2,974
1879-80.....		519	1,362	453	2,334	1,612	2,238	959		4,809
1880-81.....		498	1,879	920	3,297	2,418	937	1,051		4,406
1881-82.....		475	1,619	957	3,051	4,031	1,066	2,487		7,584
1882-83.....		542	384	393	1,319	3,229	759	1,354		5,412
1883-84.....		838	1,682	412	2,932	1,322	1,143	1,224		3,689
1884-85.....		1,062	1,885	484	3,431	3,563	3,600	1,596		8,759
1885-86.....		1,669	1,645	902	4,216	1,689	2,047	3,376		7,103
1886-87.....		1,278	1,572	2,008	4,858	3,236	569	1,747		5,552
1887-88.....		1,533	1,477	1,031	4,041	2,617	476	1,099		4,193
1888-89.....		2,474	2,000	1,870	6,344	3,070	7,746	2,994		13,810
1889-90.....		2,235	1,787	2,111	6,223	2,449	847	3,288		6,584
1890-91.....		2,029	2,788	1,848	6,665	1,953	1,917	3,236		7,106
1891-92.....		1,367	1,746	547	3,660	1,946	928	1,889		4,763
1892-93.....		1,683	1,875	3,340	6,898	3,262	1,811	2,176		7,249
1893-94.....		1,959	2,192	2,224	6,375	2,921	1,814	2,962		7,697
1894-95.....		2,006	3,726	1,160	6,892	2,075	1,849	5,285		10,209
1895-96.....		1,966	3,059	1,319	6,344	1,863	1,087	2,791		5,741
1896-97.....		3,307	3,115	1,286	7,708	2,168	1,176	2,536		3,880
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		9,768
1901-02.....	219	3,013	4,373	5,477	13,082	283	3,150	1,413		10,042
1902-03.....	140	2,269	3,040	4,842	10,289	493	2,808	1,615		11,495
1903-04.....	539	1,939	3,588	5,002	11,068	225	2,359	564		8,996
1904-05.....	779	1,902	3,674	5,516	11,871	493	2,673	272		10,137
1905-06.....	284	2,748	2,439	7,706	13,177	683	2,740	346		10,763
1906-07.....	320	2,882	3,712	7,400	14,314	307	3,156	416		10,227

During the year 182·66 miles of 56, 58, 67, 80 and 110 lb. rails were taken up and replaced with 67 and 80 lb. rails; 466,759 ties and 272 sets of switches renewed.

Cost of road and equipment up to March 31, 1907.

On capital account—

Road, including \$1,464,000 paid on account purchasing Drummond County Railway.....	\$65,517,279 65
Rolling stock.....	17,227,658 24

Total..... \$82,744,937 89

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.	\$ 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	26,049 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	17,483 97	31,966 53	
1906-07..	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	

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PRINCE EDWARD ISLAND.

CAPITAL ACCOUNT.

The cost of road and rolling stock up to March 31, 1907:—

Road, &c.	\$6,712,032 35
Rolling stock.	595,266 86
Total.	
	\$7,307,299 21

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	248 21 3	147 22	4	1	10	9
					272	169				

The capital expenditure during the year amounted to \$91,710.52, of which \$70,316 was expended on increased accommodation at Charlottetown.

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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	153,584 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	68,857 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 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	163,021 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
1906-07	267	283,148 50	215,434 97	67,713 53	67,144	232,371

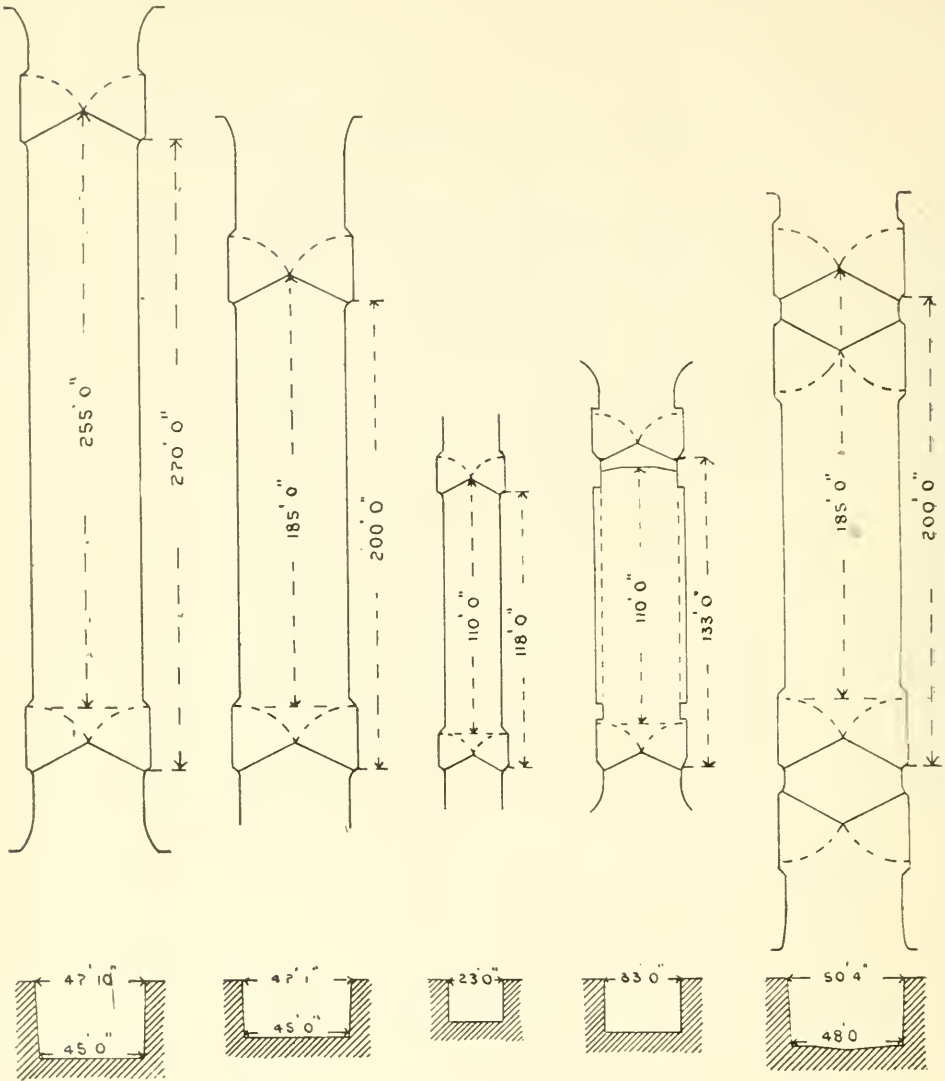
Steel rails (50 and 56 lb. to yard) 263·5
 Iron rails (40 lb. to yard) 4

Total length of road 267·5

The road and rolling stock are in good running condition.

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Plans and Sections showing the Dimensions of the Smallest Lock on each



Lachine.

St Anne,
St Ours,
Carillon,
& Grenville.

Chambly.

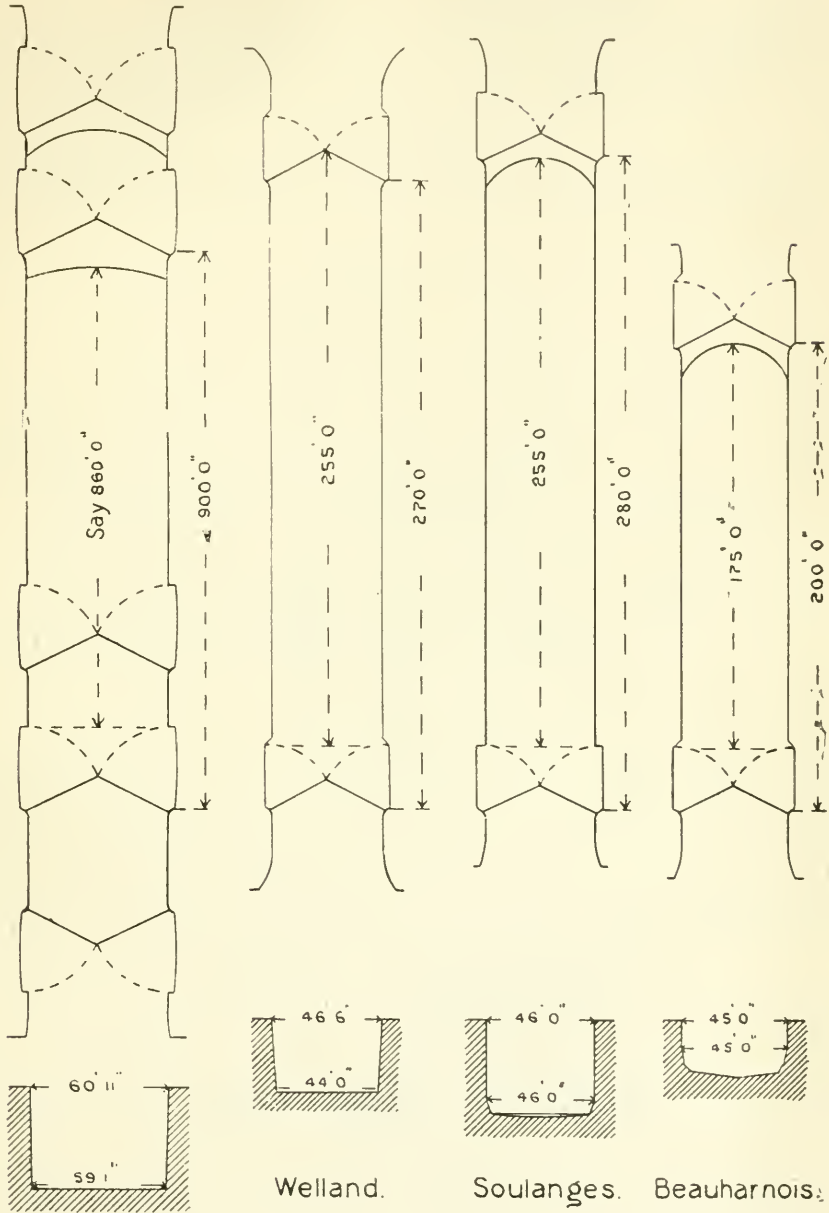
Rideau.

St Peter's

There are no locks on the through route between Lake Superior and

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of the Canadian Canal Systems except the Trent Canal, which is uncompleted.



Sault Ste. Marie.

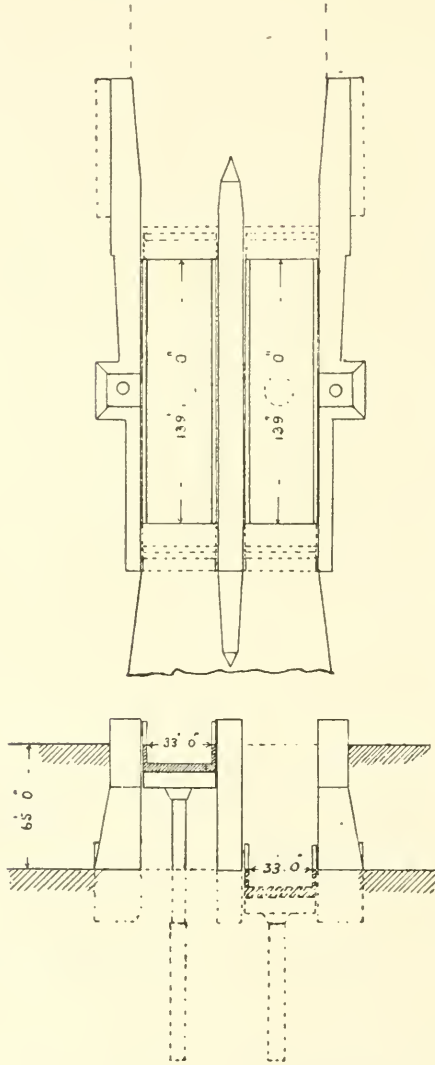
Montreal of less dimension than those of the Welland Canal Locks.

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TRENT CANAL

Hydraulic Lift-Lock at Peterborough

65 Feet Lift



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, 1906..	\$6,891,174 70
Expended during the year ended March 31, 1907.. . . .	13,508 88
	<hr/>
Total expended up to March 31, 1907..	\$6,904,683 58

There yet remain some further payments to be made.

SAULT STE. MARIE CANAL.

This canal is cut through St. Mary's island; it is 1½ 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 completed. An addition of 40 feet is being built to south entrance pier. 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, 1906..	\$4,543,675 99
Expended from June 30, 1903, to March 31, 1907.. . . .	95,504 63
	<hr/>
Total expended up to March 31, 1907..	\$4,639,180 62

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 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 completed.

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.

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., and is completed.

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

Holland River Division.

Section No. 1.—A contract for this section was entered into with the Lake Simcoe Dredging Company on April 30, 1906.

Section No. 2.—From Holland Landing to Newmarket, a contract has been made with Mr. J. Riley of St. Catharines for this section.

The following is a statement of the expenditure made on the construction of this canal from its commencement up to March 31, 1907.

Expended prior to June 30, 1867.	\$ 309,371 31
Expended subsequent to June 30, 1867, and up to 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 June 30, 1906, to March 31, 1907.	153,045 42
	<hr/>
Total expenditure to March 31, 1907.	\$5,430,488 66

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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 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 8,000 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
	<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	
March 31, 1907.	18,840 85
	<hr/>
Total expenditure for enlargement to March 31, 1907.	9,008,217 93
	<hr/>
Total expenditure for construction and enlargement	
to March 31, 1907.	\$11,597,750 78

CORNWALL CANAL.

This canal extends from Cornwall to Dickenson's Landing, a distance of 11 miles. No special work 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 enlarge-	
ment up to June 30, 1906, is.	\$877,090 57
Expended during year ended March 31, 1907.	Nil
	<hr/>
Total expenditure up to March 31, 1907.	\$877,090 57

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RAPIDE PLAT CANAL.

This canal extends from Morrisburg west ward 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, 1906.	\$2,157,487 09	
Expended during the year ended March 31, 1907.		Nil
		<hr/>
Total expenditure up to March 31, 1907.	\$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, 1906.	\$5,960,844 40
Expended from June 30, 1906, to March 31, 1907.	45,000 00
	<hr/>
Total expenditure up to March 31, 1907.	\$6,005,844 40

WELLAND CANAL.

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

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.

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The contract was let to P. Lyall & Sons to build an 800,000 bushel elevator work is under way.

Total expenditure up to June 30, 1906.	\$1,207,959 10
Expended from June 30, 1904, to March 31, 1907.	287,586 16
	<hr/>
Total expenditure up to March 31, 1907.	\$1,495,545 26
	<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, 1906.	\$ 656,464 21
Expended from June 30, 1906, to March 31, 1907	Nil.
	<hr/>
Total expenditure up to March 31, 1907.	\$ 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, 1906.	\$ 492,288 76
Expended from June 30, 1906, to March 31, 1907.	61,516 73
	<hr/>
Total expenditure up to March 31, 1907.	553,805 49
	<hr/> <hr/>
	Construction. Enlargement.
Total expenditure up to June 30, 1906. \$7,693,824 03	\$19,101,740 34
Expended from June 30, 1906, to March 31, 1907.	480,305 03
	<hr/>
Total expenditure up to March 31, 1907.	\$19,582,045 37
	<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.

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Total expenditure up to June 30, 1906.	\$ 986,132 81
Expended from June 30, 1906, to March 31, 1907.	13,350 00
	<hr/>
Total expenditure up to March 31, 1907.	\$ 999,482 81
	<hr/> <hr/>

NORTH CHANNEL.

This channel is about 2½ 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 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, 1906.	\$1,539,590 72
Expended from June 30, 1906, to March 31, 1907.	61,528 34
	<hr/>
Total expenditure up to March 31, 1907.	\$1,601,119 06
	<hr/> <hr/>

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, 1906	\$ 491,266 05
Expenditure June 30, 1906, to March 31, 1907.	5,218 03
	<hr/>
Total expenditure to March 31, 1907.	\$ 496,484 08
	<hr/> <hr/>

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SUMMARY.

To summarize, I may state the cost of construction and enlargement of the canals and improvements to the river and lakes up to March 31, 1907, 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	9,008,217 89		11,597,750 74
Lake St. Louis.....			298,176 11	298,176 11
Soulanges Canal.....	6,904,673 58			6,904,673 58
Lake St. Francis.....			75,906 71	75,906 71
Cornwall Canal.....	1,945,624 73	5,271,224 12		7,216,848 85
Williamsburg Canal.....	1,320,655 54	10,676 26		
Farran's Point Canal.....		577,090 57		
Rapide Plat Canal.....		2,158,242 00		10,373,291 29
Galops Canal.....		6,006,626 92		
Galops Rapids.....			999,482 81	999,482 81
River Reaches.....			718,674 78	718,674 78
North Channel.....			1,601,118 61	1,601,118 61
Murray Canal.....	1,248,820 26			1,248,820 26
Welland Canal.....	7,693,824 03	19,582,045 37		27,275,869 40
Sault Ste. Marie Canal.....	4,639,180 62			4,639,180 62
Total.....	26,342,311 61	42,914,123 13	3,693,359 02	72,949,793 76

If to the above total there is added the cost of the Beauharnois canal—\$1,636,690.26, not now required for navigation—the total expenditure is \$74,586,484.02.

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

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

	Original Construction.	Enlargement.	Total.
	§ cts.	§ cts.	§ cts.
Chambly Canal.....	637,056 76		67,056 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.....	5,409,524 26		5,409,524 26
Total	5,409,542 26		5,409,524 26

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.....	\$2,019,466 72

MAINTENANCE AND OPERATION.

LACHINE CANAL.

Operation.

An interruption occurred to the traffic through this canal during the season of 1905 of 56 hours.

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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 March 31, 1907, is as follows:—

Ordinary repairs under head of staff and repairs.. . . .	\$ 47,465 20
Special repairs under head of income—	
Grading and finishing lock No. 2.. . . .	\$ 6,998 18
Wall at Warehousing Co.'s basin No. 2.. . . .	20,717 03
Widening wharf, basin No. 1.. . . .	20,462 30
Locks Nos. 1 and 2.. . . .	5,000 00
Repairs to lock No. 1.. . . .	12,694 74
	65,872 25
Total.. . . .	\$ 113,337 45

SOULANGES CANAL.

Operation.

The operation of this canal was conducted without interruption during the season of 1906. The cost of repairs made during the year ended March 31, 1907, is as follows:—

Ordinary repairs under head of staff and repairs.. . . .	\$ 15,604 71
Special repairs under head of income—	
General repairs.. . . .	3,216 29
Total.. . . .	\$ 18,821 00

CORNWALL CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1906.

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 March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs.. . . .	\$ 24,489 18
Special repairs under head of income—	
To build scow.. . . .	\$2,361 75
To rebuild river wharf at foot of canal.. . . .	17 70
To put in rip-rap facing of stone around 'The Point' between the locks.. . . .	1,084 00
Repairs North Bank.. . . .	728 16
	4,191 61
Total.. . . .	\$ 28,689 79

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WILLIAMSBURG CANAL.

Operation.

No interruption occurred in the traffic through these canals during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs.	\$8,501 57
To stop leak in bank.	\$18,000 00
To rebuild retaining walls.	405 65
	18,405 65
Total.	\$26,907 22

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. Navigation was interrupted for 42 hours.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staffs and repairs.	\$53,247 50
Special repairs under head of income—	
Stone protection to banks of canal.	\$19,961 38
Renew abutment, Chippawa and O'Neil's bridges.	11,999 57
To build retaining wall in rock cut.	12,107 60
To renew foundations of weir at lock No. 2, old canal.	4,604 93
To renew entrance piers at Port Maitland.	7,362 99
	66,036 47
	\$109,283 97

SAULT STE MARIE CANAL.

Operation.

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

During the season of 1906, there were 4,152 lockages, passing 5,913 registered and unregistered vessels and scows, with a total tonnage of 6,359,176 tons; of this total tonnage 1,959,186 tons was of Canadian vessels, being an increase in this class of tonnage of 159,850.

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Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs . . . \$11,520 53

CHAMBLY CANAL.

The operation of this canal was conducted without interruption during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under head of staff and repairs \$22,418 88

Special repairs under head of income—

House for bridge-keeper \$2,199 57

To strengthen banks 6,724 25

To macadamize road west side of canal . . . 1,493 91

To macadamize tow-path 9,996 67

Culvert at Denault's farm 1,539 40

_____ 21,953 80

_____ \$44,372 68

ST. OURS LOCK.

Operation.

There was no interruption to navigation on this canal during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, was as follows:—

Ordinary repairs under the head of staff and repairs . . . \$1,142 79

Special repairs under head of income—

New boom piers and booms \$4,200 00

_____ 4,200 00

Total \$5,342 79

STE. ANNE'S LOCK.

Operation.

There was no interruption to navigation on this lock during the season of 1906.

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Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs.	\$901 47
Rebuilding piers, north side entrance.	\$2,449 96
	2,449 96
Total.	\$3,331 43

CARILLON AND GRENVILLE CANALS.

Operation.

There was no interruption to navigation on these canals during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, as follows:—

Ordinary repairs under the head of staff and repairs.	\$ 7,036 40
Special repairs under head of income—	
Dams across slides.	\$1,213 70
To build swing bridge.	2,225 00
Rebuilding Grenville wharf.	5,954 68
	9,392 70
Total.	\$ 16,429 10

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 March 31, 1907, is as follows:—

Ordinary repairs under head of staff and repairs	\$ 11,711 09
Special repairs under head of income—	
Regulating pier opposite parish of St. Stanislas.	598 64
	\$ 12,309 73

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MURRAY CANAL.

• *Operation.*

There was no interruption to navigation on this canal during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs..\$	1,710 55
Special repairs under head of income—	
To rebuild piers with concrete, east end. \$	10,423
	—————\$ 12,133 55
	<u> </u>

RIDEAU CANAL.

Operation.

There was an interruption to navigation on this canal during the season of 1906 of six days.

Maintenance.

The cost of repairs during the year ended March 31, 1907, is as follows:—

Ordinary repairs under the head of staff and repairs..\$	44,627 82
Special repairs under head of income—	
To rebuild three swing bridges. \$	3,483 97
To purchase new tug.	7,500 00
Land damages.	22 10
	————— 11,006 07
	<u> </u>
Total. \$	55,633 89
	<u> </u>

TRENT CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 1907, is as follows:—

Ordinary repairs under the head of staff and repairs..\$	36,516 47
Specian repairs under the head of income—	
TRENT—	
Improvements. \$	30,462 10
	————— 30,462 10
	<u> </u>
Total. \$	66,978 57
	<u> </u>

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ST. PETER'S CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1906.

Maintenance.

The cost of repairs during the year ended March 31, 1907, as follows:—

Ordinary repairs under the head of staff and repairs ..\$ 246 87

CULBUTE CANAL.

This canal has been abandoned for navigation purposes.

SUMMARY.

Cost of maintenance and operation of the canal system for the year ended March 31, 1907.	\$947,222 66
Net revenue of canals after deducting refunds.	105,003 15
Excess of cost of maintenance and operation over revenue.	\$842,219 51

TABLE showing the dates of closing of the canals for the season of 1906-07.

Name of Canal.	Navigation opened 1907.	Navigation closed 1906.
Lachine		December 4
Soulanges		" 4
Cornwall		" 6
Farran's Point		" 6
Rapide Plat		" 6
Galops		" 6
Murray		" 6
Welland		" 17
Sault Ste. Marie		" 22
Grenville		November 30
Carillon		" 30
Ste. Anne's		" 30
Chambly		" 30
St. Ours		" 28
Rideau.....	{ At Ottawa	" 27
	{ At Kingston	" 27
Trent		December 1
Beauharnois		November 30
St. Peter's		January 15

NOTE.—The fiscal year 1906-7, closing March 31, the dates of opening of navigation will, for 1907, be inserted in statement for fiscal year 1907-8.

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CANAL STATISTICS.

These statistics are for the season of 1906; 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, 1906.

Name of Canal.	Tons of Freight passed through.	Tolls heretofore charged, now free.	No. of Trips of Vessels passing through.
		\$ cts.	
Welland	1,201,967	163,031 93	1,536
St. Lawrence	1,636,117	124,832 54	9,471
Chambly	498,939	30,189 18	3,089
Ottawa	397,415	30,729 29	2,207
Rideau	82,159	6,824 91	5,867
St. Peter's	76,327	2,658 70	1,418
Trent	28,495	1,123 57	1,987
Murray	27,727	1,283 02	761
Saut Ste. Marie	6,574,039	No tolls.	5,680

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 Parts 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 March 31, 1907, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to March 31, 1907, with the number of miles built.

CANAL STATISTICS.

These statistics are for the season of 1906. They have been prepared by Mr. R. Devlin, the officer in charge of the canal statistics.

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COMPARATIVE Statement, for seasons of 1905 and 1906, showing the amounts that would have been collected had not the canals been made free.

Name of Canal.	Season of 1905.	Season of 1906.
	\$ cts.	\$ cts.
Welland Canal.....	157,478 61	163,031 93
St. Lawrence Canals.....	128,610 73	124,832 54
Chambly Canal.....	28,391 88	30,189 18
Ottawa Canal.....	28,949 43	30,729 20
Rideau Canal.....	5,589 43	6,824 91
St. Peter's Canal.....	2,911 96	2,658 70
Trent Canal.....	1,309 13	1,123 57
Murray Canal.....	1,205 89	1,283 02
Sault Ste. Marie Canal.....	No tolls.	No tolls.
Total.....	354,447 06	360,673 05

COMPARATIVE Statement of Tons of freight which passed through the canals in seasons of 1905 and 1906.

Name of Canal.	Season of 1905.	Season of 1906.	Number of trips of vessels passing through.	
			Season of 1905.	Season of 1906.
Welland Canal.....	1,092,050	1,201,967	1,595	1,536
St. Lawrence Canals.....	1,752,855	1,636,117	8,996	9,471
Chambly Canal.....	447,069	498,939	3,343	3,890
Ottawa Canal.....	390,771	397,415	2,152	2,207
Rideau Canal.....	59,864	82,159	4,715	5,567
St. Peter's Canal.....	81,077	76,327	1,595	1,418
Trent Canal.....	29,421	28,495	2,046	1,987
Murray Canal.....	45,231	27,727	707	761
Sault Ste. Marie Canal.....	5,473,406	6,574,039	5,662	5,680
Total.....	9,371,744	10,523,185	30,811	32,817

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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MONTREAL, OR QUEBEC, TO 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

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
	<hr/>
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 Chêne, 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 March 31, 1906, was 1,445·05 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

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Freight carried direct via St. Henri to Montreal, which would reduce each of the above distances by 3 miles.

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.

	<i>Miles.</i>
Souris to Tignish.	166
Mount Stewart to Georgetown.	24
Charlottetown to Royalty Junction.	5
Emerald Junction to Cape Traverse.	13
Alberton to Caseumpsee wharf.	1
Charlottetown to Murray Harbour.	52.3
Montague Junction to Montague.	6.2
	<hr/>
	267.5
	<hr/>

Communication between the Prince Edward Island Railway and the Interecolonial Railway is afforded in summer by steamer between Summerside and Point du Chene, between Charlottetown and Pietou and between Georgetown and Pietou, and in winter by specially built steamers between Georgetown and Pietou and between Charlottetown and Pietou. 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:—

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

	<i>Miles.</i>
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
Total	1,223¼
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 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.

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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 canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

Length of canal.	8½ statute miles.
Number of locks.	5
Dimension of locks.	270 feet by 45 feet.
Total rise or lockage.	45 feet.
Depth of water on sills, at two locks.	18 "
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 bar 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.

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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

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 or lockage.	$3\frac{1}{2}$ feet.
Depth of water on sills of new lock.	9 "
Depth of water on sills of old lock.	14 "
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.

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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 water...	152 "

The old lift-lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

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

GALOPS CANAL.

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

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

MURRAY CANAL.

Length between eastern and western pier heads	5 $\frac{1}{8}$ 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 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										
Number of locks. {												
guard.	26	25										
lift.	1	1										
Dimensions.	<table border="0"> <tr> <td>{</td> <td>1 (tidal) 230 x 45</td> <td rowspan="4">}</td> <td rowspan="4">270 feet x 45 feet.</td> </tr> <tr> <td></td> <td>1 lock 200 x 45</td> </tr> <tr> <td></td> <td>1 lock 200 x 45</td> </tr> <tr> <td></td> <td>24 locks 150 x 45</td> </tr> </table>		{	1 (tidal) 230 x 45	}	270 feet x 45 feet.		1 lock 200 x 45		1 lock 200 x 45		24 locks 150 x 45
{	1 (tidal) 230 x 45	}	270 feet x 45 feet.									
	1 lock 200 x 45											
	1 lock 200 x 45											
	24 locks 150 x 45											
Total rise or lockage.	326¾ feet.	326¾ feet.										
Depth of water on sills.	10¼ "	14 "										

WELLAND RIVER BRANCHES.

Length of canal—

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

GRAND RIVER FEEDER.

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

PORT MAITLAND BRANCH.

Length of canal.	7¼ miles.
Number of locks.	1
Dimensions of locks.	185 feet by 45 feet.
Depth of water sills.	7½ feet.
Total rise of lockage.	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.

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From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

SAULT STE. MARIE CANAL.

Length of Canal, between the extreme ends of the entrance piers.	5,967 feet.
Number of locks.	1
Dimensions of locks.	900 feet by 60 feet.
Depth of water on sills (at lowest known water level).	20 feet 2 inches.
Total rise or lockage.	18 feet.
Breadth of canal at bottom.	141 feet 8 inches.
Breadth of surface of water.	150 feet.

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

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

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

Ottawa River Canals.

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

The total 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 and Carillon canal.	27	50
The Carillon canal.	3	51
From Carillon to Grenville canal.	6	57
The Grenville canal.	3	63
From the Grenville canal to entrance of Rideau navigation.	56	119
Rideau navigation ending at Kingston.	126½	245

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STE. ANNE'S LOCK.

	<i>New Lock.</i>	<i>Old Lock.</i>
Length of canal.	1/4 mile.	1/4 mile.
Number of locks.	1	1
Dimensions of locks.	200 x 45 feet.	190 x 45 feet.
Total rise or lockage.	3 feet.	3 feet.
Depth of sills.	9 "	6 "

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

THE CARILLON CANAL.

Length of canal.	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 3/4 miles.
Number of locks.	5
Dimensions of locks.	200 x 45 feet.
Total rise or lockage.	43 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.

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Length of navigation waters.	126 $\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston.	{ 35 ascending. 14 descending.
Total lockage. 446 $\frac{1}{4}$	{ 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.
Length of canal.	6 miles.
Number of locks.	2
Dimensions of locks.	134 feet x 32 feet.
Total rise or lockage.	26 "
Depth of water on sills.	5 " 6 inches.
Length of dam.	200 "
Breadth of canal at bottom.	40 "
Breadth of canal at surface at water.	{ 40 " in rock. 60 " in clay.

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

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

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

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

1. The summit level, supplied by the Wolf lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The southwest 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 Bucke lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Crauberry 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.

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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.

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 lock, No. 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 22½ 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 Seugog to Port Perry, a distance of 190 miles from Trenton.

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The following table gives the distance of navigable and unnavigable reaches:—

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Mile rapids..	—	9
Nine Mile rapids to Percy landing..	19½	—
Percy landing to Heeley's Falls dam..	—	14½
Heeley's Falls dam to Peterborough..	51¾	—
Peterborough to Lakefield..	—	9½
Lakefield to a point across Balsam lake..	61	—
Balsam lake to Lake Simcoe..	—	18¾
Across Lake Simcoe to Severn river..	18	—
Lake Simcoe to Georgian bay via Severn river..	—	14
	-----	-----
	150½	65¾
Total distance, Bay of Quinté to Georgian bay..		212
From Sturgeon Point on Sturgeon Lake, 48¾ miles from Lake- field, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog..		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon Falls and Rosedale; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 10 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's Point.

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

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

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

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

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

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

1	Lock at Rosedale, 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	" Bobeaygeon. 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.
6	" Peterborough 134' x 33' x 5' 0" to 10' 0" depth of water on mitre sill.
1	" Little Lake—Lakefield.
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.
5	" Balsam Lake.
1	" " Kirkfield.

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ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,400 feet.
Breadth at water line.	55 feet.
Lock.	One tidal lock, 4 pairs of gates.
Dimensions.	200 feet by 48 feet.
Depth of water on sills.	18 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 feet.
Depth of water on sills.	9 "
Breadth of canal at bottom.	80 "
Breadth of canal at water surface.	120 "

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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 GEO. P. GRAHAM,
Minister of Railways and Canals.

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INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE GENERAL MANAGER,
MONCTON, N.B., July, 1907.

STR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal period of nine months ended March 31, 1907.

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 Comptroller:—

1. Capital account.
2. Revenue.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Conducting transportation.
6. General expenses.
7. Special votes.
8. General stores.
9. General balance.
10. Statement of averages.

The length of railway included in last year's report was 1,445.92 miles. To this is to be added the extension from North Sydney to Sydney Mines, 2.70 miles, making a total mileage in operation during the period ended March 31, 1907, of 1,448.62 miles. Of the above total mileage, seventeen miles are double track.

CAPITAL ACCOUNT.

The cost of road and equipment on June 30, 1906, was \$81,238,728 63

The additions during the year were as follows:—

To strengthen bridges.	118,272 88
Original construction.	573 66
Diversion of line at St. Leonard Junction.	5,485 72
Diversion of line at Mitchell.	3,986 86
Drummondville—Improvements at.	3,681 01
Engine house, &c., Chaudière Junction.	31,821 23
Engine house, machine shop, &c., Rivière du Loup.	5,998 72
To increase accommodation at Ste. Flavie.	16,914 78
Newcastle—Improvements at.	2,760 96
Campbellton—Improvements at.	5,529 85
Gibson—Air compressor and reservoir.	1,780 91
To increase accommodation at Halifax.	260,124 63
To dredge and blast rock at deep water terminus, Halifax.	19,360 58
Increased accommodation at Truro.	83,652 83
Increased accommodation at St. John.	2,259 41
Increased accommodation at Springhill Junction.	20 94

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To increase accommodation at Sydney.....	17,612	69
Glengarry—Water tank and reservoir.....	1,585	78
Pictou Landing—Raising wharf.....	14,989	05
Increased accommodation at Stellarton.....	2,810	47
Increased accommodation at Antigonish.....	1,418	43
Air brakes to freight cars.....	21,000	00
Time recorders and watchmen's clocks.....	1,285	50
To increase accommodation at Pictou.....	74,638	18
Extension to Sydney Mines.....	22,195	85
Rolling stock.....	343,676	86
Double-tracking parts of line.....	50,751	82
Increased accommodation and facilities along the line..	15,184	21
Additional sidings along the line {		
Additional sidings and spur lines.....}	32,433	72
Extension of wharf at Dalhousie.....	106	45
To provide side ladders on box cars.....	2,275	00
To exchange drawbars of freight cars.....	12,531	20
Improvements at Rothesay.....	47	16
Locomotive and car shops and land purchase at Mene- ton.....	183,531	02
Sackville—Improvements at.....	24,916	00
Fencing portion of line not heretofore fenced.....	15,983	36
New machinery for locomotive and car shops.....	50,214	73
Steam shovel.....	11,700	00
Improving grades on line.....	3,246	44
New Glasgow—Increased accommodation at.....	13,000	00
To put railway between Indianatown and Blackville into condition for operation.....	789	00
To increase water supply.....	711,222	15
Princess pier.....	3,778	22
Ice-houses.....	11,100	00
	<hr/>	
Total.....	1,506,248	26
Less refund on account of Riviere Ouelle Branch..	39	00
	<hr/>	
Making the total cost on March 31, 1907.....	\$82,744,937	89
	<hr/>	

Gibson Air compressor and reservoir. These were required in connection with the repair shops at Gibson.

Air brakes to freight cars—

One hundred and seventy-nine freight cars were equipped during the nine months with Westinghouse Automatic quick action air brakes.

To exchange drawbars of freight cars—

Ninety seven freight cars were changed from the link and pin drawbar to the M.C.B. coupler.

Time recorders and watchmen's clocks—

One clock and eight time recorders were purchased and installed for use in the motive power department. These are to be used to register the arrival and departure of the employees.

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Rolling stock—

Twenty locomotives of the consolidation type for freight service, three switching locomotives, and one hundred and fifteen hopper ears, were purchased.

To provide side ladders on box cars—

Nine hundred and ten box freight ears were provided with side ladders, two to each car.

New machinery for locomotive and car shops—

This is for additional machinery for the construction and repair of locomotives and ears, and for the installation of it.

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

REVENUE ACCOUNT.

The gross earnings and the working expenses for the nine months' period compare as follows :—

Gross earnings.	\$6,248,311 00
Working expenses.	6,030,171 83
	<hr/>
Surplus.	\$ 218,139 17
	<hr/> <hr/>

The gross earnings for the nine months compare as follows with those of the corresponding nine months of the previous year :—

In 1906-07 (9 months).	\$6,248,311 00
In 1905-06 (9 months).	5,586,155 21
	<hr/>
Increase.	\$ 662,155 79
	<hr/> <hr/>

The earnings from passenger traffic compare as follow :—

In 1906-07 (9 months).	\$1,952,438 88
In 1905-06 (9 months).	1,707,723 02
	<hr/>
Increase.	\$ 244,715 86
	<hr/> <hr/>

The earnings from freight traffic compare as follows :—

In 1906-07 (9 months).	\$4,032,745 00
In 1905-06 (9 months).	3,634,443 77
	<hr/>
Increase.	\$ 398,301 23
	<hr/> <hr/>

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

In 1906-07 (9 months).	\$ 263,127 12
In 1905-06 (9 months).	243,988 42
	<hr/>
Increase.	\$ 19,138 70
	<hr/> <hr/>

The earnings by mile of railway compare as follows :—

In 1906-07 (9 months).	\$ 4,297 80
In 1905-06 (9 months).	3,863 39
	<hr/>

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The earnings by train mile compare as follows :—

In 1906-07 (9 months)	\$ 1 23
In 1905-06 (9 months)	1·003

The number of passengers carried compare as follows:—

In 1906-07 (9 months)	2,044,847
In 1905-06 (9 months)	2,095,559
Decrease	50,712

There was a decrease of 57,980 in the number of local passengers, and an increase of 7,268 in the number of through passengers.

The weight of freight carried compares as follows :—

In 1906-07 (9 months)	2,606,073
In 1905-06 (9 months)	2,287,973
Increase	318,100

There was an increase in local freight of 249,238 tons and an increase in through freight of 68,962 tons.

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

Articles.	1905-6. — 9 months.	1906-7. — 9 months.	Increase.	Decrease.
Barrels of flour and meal	1,456,180	1,531,140	74,960	
Bushels of grain	2,270,400	2,231,864		38,536
Lumber in superficial feet	382,381,426	452,602,703	70,221,277	
Head of live stock	94,933	97,381	2,448	
Coal in tons	483,286	635,480	152,194	
Manufactured goods in tons	594,763	658,850	64,087	
Cords of firewood	38,241	38,510		
All other articles in tons	403,734	398,348		5,386

There was an increase over the corresponding nine months of last year in the quantity of the following articles carried : Flour, meal and other mill products, butter and cheese, eggs, apples, calves, cattle, pigs, sheep, lumber logs, timber pulp-wood, pit props, telegraph poles, railway ties, tanbark, firewood, shingles, clapboards, extract of hemlock bark, coal, ore, stone, lime and cement, brick, sand, iron and other metals, fresh, salted, dried and canned fish, clams, molasses, sugar, salted and fresh pork, salted and fresh beef, hides, skins and leather.

There was a decrease in the quantity of the following : Grain, potatoes, and other vegetables, hay and straw, horses and oysters.

WORKING EXPENSES.

The working expenses for the nine months compare as follows with those of the corresponding nine months of the previous year :—

In 1906-07 (9 months)	\$5,925,321 83
In 1905-06 (9 months)	5,650,923 90
Increase	\$ 274,397 93

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

Per mile run by engine—	
In 1906-07 (9 months).....	87.60
In 1905-06 (9 months).....	80.75
Per mile run by trains—	
In 1906-07 (9 months).....	116.89
In 1905-06 (9 months).....	101.44
Working expenses per mile of railway—	
In 1906-07 (9 months).....\$	4,075.63
In 1905-06 (9 months).....	3,908.18

The rent paid to the Grand Trunk Railway Company during the nine months period, \$105,000, 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 works of the railway received necessary repairs and are in good order.

During the nine months 466,759 ordinary ties and 272 sets of switches were put in.

37.43 miles of track were reballasted, 56,154 cubic yards of ballast were used.

2.52 miles of additional sidings were provided at various points.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 74.02 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, with the exceptions mentioned in the report of the superintendent of motive power.

Two switching locomotives were purchased: nine box freight cars, eleven platform cars, one oil tank car, and two coal cars of twenty tons capacity each, were built in the workshops of the railway, all to replace an equal number taken out of service.

STORES.

The value of stores purchased was.....	\$2,281,468.44
The value of stores used was.....	2,447,075.60
The value of material sold was.....	174,289.58

The value of stores on hand at the end of the period was:

Miscellaneous.....	\$ 342,024.32
Fuel.....	63,784.36
Roadway and bridge material.....	936,188.22
Total.....	\$1,341,996.90

GENERAL.

The accounts for this fiscal period are presented in the form prescribed by the United States Inter-State Commerce Commission for American Railways, which form has been adopted by the Department of Railways and Canals for the use of Canadian railways.

It is believed that by this more uniform manner of presenting results, comparisons between the Intercolonial Railway and other railways will be more easily made.

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In November, 1906, the office of chief accountant and treasurer was abolished, and Mr. Thomas Williams who occupied that position from July, 1882 was assigned to other duties.

The office of comptroller and treasurer was established, and Mr. S. L. Shannon, accountant of the Department of Railways and Canals, Ottawa, was transferred from that position and appointed comptroller and treasurer at Moncton.

Mr. C. F. Burns was appointed auditor of disbursements.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager Govt. Rys.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE CHIEF ENGINEER,

MONCTON, N.B., June 15, 1907.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1907.

TO STRENGTHEN BRIDGES.

The following new steel bridges were erected during the year by the Canadian Bridge Company of Walkerville, Ont.: Enfield, N.S., one span riveted deck bridge, 111 feet, 8 inches; Elmsdale, N.S., one span riveted through bridge, 150 feet; Shubenacadie, N.S., three span, deck plate girder, one 98 feet 8 inches, one 100 feet 2 inches, and one 98 feet.

By the Dominion Bridge Company, Montreal, P.Q.:—

Nauwigewauk, N.B., three spans, riveted through bridge, one 99 feet 6 inches, one 100 feet, and one 99 feet 6 inches. St. Leonard (new masonry), two spans riveted, deck girders, 158 feet each, eight spans riveted deck girders, two 65 feet each, three 60 feet each, one 40 feet, and two 30 feet each, and three braced, trestle towers with six bents, one 39 feet high, one 46 feet high, one 47 feet high, two 55 feet high and one 59 feet high.

Mitchell bridge (new masonry), two spans riveted through Pratt trusses, 193 feet each, four spans, riveted deck girders, two 60 feet each and two 40 feet each, two braced, trestle bents, each 22 feet high.

The necessary alterations of the masonry of abutments and piers have been made, new floors put upon the bridges and the work of reconstruction completed.

Drummondville bridge was painted.

Plans and specifications were prepared, tenders called for, and contracts let for new steel bridges at St. Henri, Stewiacke, Truro, Hall's Creek, Humphrey's, Bic, Isle Verte, Harbour au Bouche, Brierly Brook, Bear Brook, Thomson, Dorchester, (Three), Anagance, Model Farm, Rothesay (Two), Boiestown, Doaktown and Boyer River. The work of construction of these bridges is going on.

Diversion of Line at St. Leonard—

The work in connection with this diversion has been completed. The new line was opened up for traffic December 16, 1906.

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Diversion of Line at Mitchell—

The work in connection with this diversion was completed with the exception of some filling required for the approaches to the bridge, and a small amount of ballasting, which will be entirely completed during the coming year.

Improvements at Drummondville—

The work in connection with the moving of the old station, and converting it into a freight shed, and remodelling and building an extension to the existing engine house was completed. The necessary grading required around the above work was done.

Engine-house, &c., at Chaudière Junction—

Considerable grading was done, and 16,233 feet of additional tracks were put in the new yards. Improvements were made to the water service. Plans and specifications were prepared for a stores and office building.

Engine-house, Machine Shops, &c., Rivière du Loup—

Improvements were made to the engine-house and water service.

To increase accommodation at St. Flavie—

The water service was extended, and 6,927 feet of additional sidings were put in and ballasted.

Improvements at Campbellton—

Plans and specifications were prepared, tenders called, and a contract let for laying a pipe line for the new water service. The dam and reservoir required for the above were built by day labour. The pipes, &c., required were supplied. 743 feet of sidings were put in.

To increase Accommodation at Halifax—

Plans and specifications were prepared, tenders called, and a contract let for the excavation required for the improvements on the upper side of Water street and the work commenced.

The filling required for the 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 borrow pits at Lake View, and the material which was removed from the upper side of Water street was also used in the work.

Plans and specifications were prepared, tenders called, and contracts let for a 36 stall engine-house, freight car repair shop, a planing mill, and for double tracking the cotton factory branch.

Plans and specifications were also prepared, tenders called, and a contract let for dredging and removing pier No. 9, and facing up pier No. 8. This work was well advanced during the year.

The Cunard property on the east side of Water street, including wharfs, warehouses, &c., was acquired by the railway.

Improvements were made to the electric light plant and fire alarm system; 10,270 feet of sidings were put in.

To increase Accommodation at Truro—

The 30 stall engine-house was completed and boilers, induced draft plant, steam pumps, air compressors and hot blast system of heating and piping were installed. A

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large quantity of excavation was done for additional tracks for approaches to the new engine-house, and 3,603 feet of new tracks were laid.

To increase Accommodation at St. John—

Preparations were made for the erection of Stanley and Wall street overhead bridges.

A tower house was erected in the east end of the yard.

To increase Accommodation at Sydney—

A concrete platform in connection with the new station was commenced; the work is about three-fourths completed.

A hot water system of heating was installed in the freight office.

The 15-ton pillar crane, which was purchased last year, was erected.

During the year, 1,356 feet of sidings were put in.

To increase Accommodation at Stellarton—

Alterations were made to the yard, and additional sidings put in.

Air Brakes to Freight Cars—

For details of this appropriation see report of G. R. Joughins, superintendent of motive power.

To increase Accommodation at Pictou—

The 9 stall engine-house was completed, and occupied by the railway.

The work of building and filling sea-wall in connection with the new engine-house was carried on during the year. The 75 foot turntable (purchased last year) was erected. The water service was extended, and 7,107 feet of new tracks laid.

The existing station was remodelled for a dwelling for the agent, and the necessary plumbing and a hot water heating system was installed.

Extension to Sydney Mines—

The ballasting of the main line and fencing was completed. A contract was let for a station, freight shed and platform at Sydney Mines. The work of construction is going on.

The land required for the new yard at Sydney Mines was purchased, part of the grading required was done, and working tracks laid.

Rolling stock—

For details of this appropriation see report of Mr. G. R. Joughins, superintendent of motive power.

Double Tracking Parts of the Line—

The double tracking of the line from Richmond to Windsor Junction was completed.

An electric semaphore was erected at Bedford.

A survey was made and plans and specifications prepared for double tracking the line from St. John to Hampton.

Plans and specifications were also made for double tracking the line from Moncton to Painsee Junction.

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Increased accommodation and facilities along the line—

The following work was done under this appropriation:—

- St. Moise, seating provided for station.
- Chaudière, station provided.
- Maccan, the concrete platform was completed; the rearrangement of the yard was also completed.
- Milnikek, plans and specification were prepared, and tenders for a new station called.
- Iona, a freight shed was provided.
- Shediac, stone station provided.
- St. Alexis, freight shed provided.
- Salmon lake, a contract let for new freight shed.
- Ste. Perpetue, a station provided.
- Dalhousie, a new platform built.
- Wallace bridge, a well provided.
- St. Romuald, two electric semaphores were put up.
- Millerton, plans and specifications were prepared, and tenders for a dwelling for the agent called.

ADDITIONAL SIDINGS AND SPUR LINES.

	Feet.
Windsor Junction (new siding)	802
Aitkins (new siding)	227
Lorne (new siding)	500
Iona (new siding)	680
River Denys (new siding)	200
Plumweseep (new siding)	460
Sweeney's Brook (new siding)	325
Beau Rivage (new siding)	341
Sayabee (new siding)	986
Bic, (new siding)	600
St. Jean Port Joli (extension)	750
Trois Saumons (extension)	120
Elgin Road (extension)	240
L'Islet (extension)	1,170
St. Henri Junction (extension)	266
St. Leonard Junction (new siding)	268
Ste. Rosalie (new siding)	1,260
Londonderry (new siding)	2,287
Amberst (new siding)	332

Spur lines were also built at Wallace and Fort Lawrence.

Extension to Dalhousie Wharf—

Very little was done with this appropriation during the year.

Locomotive and car shops and land purchase at Moncton—

The balance of the land required for the new yard was paid for.

Contracts were let for a freight car repair shop, passenger car repair shop, paint shop, planing mill, stores and office building, locomotive and erecting shops, and the work of construction is going on.

A survey was made for a new sewer from the new shops to Johnathan's creek, which is now under construction.

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The work of grading for the new yard was carried on during the year, and 13,081 lineal feet of sidings were laid.

Improvements at Sackville—

Plans and specifications were made, tenders asked, and a contract let for water works, which will be constructed during the coming year. The pipe and other materials required for the above were delivered on the ground by the railway.

Plans and specifications were prepared, tenders asked, and a contract let for a stone passenger station, and the work of construction has been commenced.

Fencing portions of the line not heretofore fenced—

During the year 16,007 rods of Strathy wire fence were built on the Canada Eastern, and 1,129 rods on the Wallace spur.

New machinery for locomotive and car shops—

For details of this appropriation see report of Mr. G. R. Joughins, superintendent of Motive Power.

Improving grades on line—

The improving of the grades at St. Wenceslas and Daveluyville were completed, and ballasted.

Increased accommodation at New Glasgow—

A freight shed and platform were provided. The yard rearranged and 2,100 feet of new sidings laid.

To put railway between Indiantown and Blackville into condition for operation—

Nothing was done under this appropriation during the year except some engineering work.

To increase water supply—

During the year work was done on the water supplies at Ste. Anne, Loggieville, Chatham Junction, Blackville, Gibson, Boiestown, Upper Cross Creek, St. Fabien, Trois Pistoles, Windsor Junction, Isle Verte and Bathurst.

Glengarry water supply and reservoir—

Plans and specifications were made, tenders asked, and a contract let for a tank, pipe line and reservoir. The pipes, &c., have been supplied by the railway and delivered on the ground.

Increased accommodation at Springhill Junction—

Nothing was done under this vote.

Raising wharf at Pictou landing—

A portion of this wharf was raised during the year. The material used was supplied by the railway and the work done under contract with J. W. Dobson.

Improvements at Rothesay—

Nothing was done under this vote.

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Increased accommodation at Antigonish—

Some grading was done around the yard and a platform was provided at the freight shed. On account of the change in the location of the station and freight shed the fire hydrant was moved.

Improvements at Newcastle—

Pipes and materials were supplied for extending the water service.

Original Construction—

Under this vote amounts were paid as follows:—

A. B. Schurman, 0·21 acres of land and interest at Oxford, N. S.	\$130 04
Geo. England, 6 acres of land at George's river	223 14
R. T. McEllreith, for legal expenses in connection with Geo. England's land.	40 40

To dredge and blast rock at D.W.T., Halifax—

During the year, 1,791 cubic yards of rock were removed from between pier No. 3 and No. 4.

Steam Shovel—

A steam shovel was provided.

Time Recorders and Watchmen's Clocks—

One clock and eight time recorders were purchased and installed for the use of the mechanical department.

To Exchange Draw-bars on Freight Cars—

For details of this appropriation see report of Mr. G. R. Joughins, superintendent of motive power.

Ice-houses—

Ice-houses were provided at Truro, Campbellton, Gibson, Chaudière Junction, Mulgrave, Sydney and Lévis.

Air compressor at Gibsōn—

This was provided.

Princess Pier—

A trestle was built to carry the steam crane, which is used for discharging coal from vessels. A siding, which was required for this purpose, was laid on the pier.

I have the honour to be, sir,

Your obedient servant,

WM. McKENZIE,

Chief Engineer.

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

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INTERCOLONIAL RAILWAY,
OFFICE OF THE ENGINEER OF MAINTENANCE,
MONTON, N.B., May 31, 1907.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department for the nine months from July 1, 1906, to March 31, 1907.

TRACK.

During the year 182.66 miles of 56, 58, 67 and 110 lb. rails were taken up and replaced with 67 and 80 lb. rails.

TIES.

During the year 466,759 ordinary ties and 272 sets of switch ties were put in.

BALLASTING.

During the year 37.43 miles of track was ballasted, using 43,896 cubic yards of gravel, and 12,258 cubic yards of ashes and cinders.

SWITCHES AND SEMAPHORES.

Distant semaphore signals were erected at the following stations:—

Albion, 1.	Bedford, 1.
Woodburn, 2.	Richmond, 1.
St. Eloi, 1.	Truro, 1.
Kent Junction, 1.	

104 new switches were installed during the year.

New telegraph signals were provided at the following stations:—

Shediac.	McIntyre's Lake.
Belmont.	Sydney.
Pictou.	Windsor Jct.
Richmond.	Bedford.
Elmsdale.	North Sydney Jct.

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

SIDINGS.

During the year 2.52 miles of additional siding accommodation has been provided at different points on the line for maintenance account.

FENCE BUILT BY OUR OWN MEN.

20.47 miles of Page, Ideal, New Brunswick Wire Fence Company's wire and woven wire fence were built at different points on the line.

Necessary repairs were made to fences throughout the line.

Built by contract, 53.55 miles of Strathy wire fence.

SNOW FENCES.

There was built during the year 373 rods of stationary snow fence 8 feet high and 3,060 rods 12 feet high.

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

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WHARFS AND TRESTLES.

Repairs.

St. John, ballast wharf.	Halifax, D.W.T., coal trestle.
St. John, coal trestle.	Dartmouth, cribwork.
St. John, long wharf.	Pictou, freight shed wharf.
Point du Chene, wharf.	Pugwash, wharf.
Springhill Junction, coal trestle.	Stellarton, coal chute.
Sackville, wharf.	Trenton, cribwork.
Truro, Thomas' coal trestle.	Brierly Brook, cribwork.
Richmond, coal trestle.	Antigonish, coal trestle.
Richmond, slip.	Mulgrave, wharf.
Richmond, quay wall.	Mulgrave, dry wall.
Halifax, shed No. 1, doors, &c.	North Sydney, wharf.
Halifax, pier No. 2.	Dalhousie, wharf.
Halifax, pier and shed No. 3.	Lévis, wharf.
Halifax, pier and shed No. 4.	Lévis, cribwork.
Halifax, pier No. 6.	Lévis, Prince's pier.
Halifax, pier No. 8.	Lévis, retaining wall.
Halifax, stairway on pier No. 8.	Drummondville, coal trestle.

WHARFS AND TRESTLES.

New Work.

Pictou, passenger landing.

BRIDGES AND CULVERTS.

Repairs.

St. John, wall street bridge.	Clearwater, culvert.
St. John, draw bridge at ballast wharf.	Boiestown, culvert.
Hammond River, bridge.	Boiestown, bridge.
Ott'y's, overhead bridge.	Doaktown, bridge.
Quispamsis, bridge warners.	Upper Blackville, culvert.
Lakeside, bridge warners.	Blackville, culvert.
Musquash, bridge warners.	Blackville, bridge.
McCafferty's, overhead bridge.	Blackville, (Indiantown Branch), culvert.
Partage Branch, bridge warners.	Chelmsford, culvert.
Moncton, Mountain road bridge.	Barnaby River, bridge.
Upper Dorchester, Crowsen's Aboideau.	Chatham, three culverts.
Dorchester, culvert.	Loggieville, culvert.
Fort Lawrence, overhead bridge.	Pond's Brook, bridge.
Between Wentworth & Grenville, culvert.	Bathurst, culvert.
Stewiacke, 1 mile west of, culvert.	Petit Roche, culvert.
Miller's brick Yard, $\frac{1}{4}$ mile west of, culvert.	Matapedia, culvert.
Miller's Crossing, culvert.	Sayabec, culvert.
Milford, $1\frac{1}{4}$ miles west of, culvert.	Rivière du Loup Branch, bridge.
Milford, culvert.	Old Lake Road, two culverts.
Milford, east of, culvert.	Ste. Helene, culvert.
Richmond, culverts.	Between St. Pascal and St. Philippe,
West River, bridge.	bridge. (Langelier).
Dartmouth Branch, culvert.	St. Pacome, culvert.
Pugwash Junction, culvert.	Ste. Anne, culvert.
Scotsburn, culvert.	Cap St. Ignace, west of, culvert.
Lyon's Brook, culvert.	St. Pierre, culvert.
McLean Street, New Glasgow, cribwork.	St. Valier, culvert.
Woodburn, (Stewart's Brook), culvert.	St. Charles, bridge, (Boyer).
West Merigomish, bridge.	Lévis, near Paradis' mill, culvert.
West Merigomish, cattle guard.	Chaudière Junction, east of, culvert.
Pine Tree, bridge.	St. Nicholas, east of, bridge.
Murphy's near Antigonish, cribwork.	St. Apollinaire, east of, culverts.
Taylor's Road, culvert.	St. Apollinaire, east of, bridge.
Antigonish, $1\frac{1}{4}$ miles east of, culvert.	St. Apollinaire, culvert.
Pomquet, culvert.	St. Apollinaire, west of, culvert.

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Heatherton, 1 mile east of, culvert.
 Tracadie Road, retaining wall, bridge.
 Linwood, drain.
 Harbor au Bouche, drain, cattle guard.
 West River, 2 miles west of, culvert.
 Iona, culvert.
 Iona, $\frac{1}{2}$ mile west of, culvert.
 Iona, 1 mile west of, culvert.
 Grand Narrows, bridge.
 Grand Narrows, $3\frac{1}{2}$ miles east of, cattle guards.
 Grand Narrows, 2 miles east of, culvert.
 Grand Narrows, 1 mile east of, culvert.
 Boiesdale, $\frac{1}{2}$ mile east of, bridge.
 Boiesdale, 1 mile east of, cattle guard.
 George's River, culvert.
 George's River, bridge.
 Gibson, culvert.
 Manzer's bridge.
 Manzer's, culvert.
 Zion, three culverts.
 Cross Creek, two culverts.
 Upper Cross Creek, bridge.

Laurier, east of, culvert.
 Laurier, west of, culvert.
 Delotbinière, east of, culvert.
 Delotbinière, west of, culvert.
 Villeroy, east of, culvert.
 Villeroy, culvert.
 Daveluyville, east of, culvert.
 Aston Junction, east of, culverts.
 Aston Junction, west of, culverts.
 St. Wenceslas, west of, culverts.
 St. Leonard, culvert.
 Between St. Leonard & St. Monique, culverts.
 Mitchell, bridge.
 Drummondville, west of, culverts.
 St. Germain, east of, bridge.
 St. Germain, west of, culverts.
 Duncan, culvert.
 St. Eugene, culverts.
 St. Eugene, east of, culvert.
 St. George, bridge.
 Ste. Rosalie, culvert.

BRIDGES AND CULVERTS.

New Work.

Passekeag, overhead bridge, warners. Windsor Junction, cedar culvert.
 Hilden, open beam culvert.

MASONRY WORK DONE.

Repairs.

Passekeag, culvert.
 Athol, 1 mile east of, box culvert.
 Springhill Junction, 2 miles west of, culvert.
 Springhill Junction, $1\frac{1}{2}$ miles west of, box culvert.
 Springhill Junction, $1\frac{1}{4}$ miles west of, culvert.
 Springhill Junction, ash pits.
 Oxford Junction, $1\frac{1}{4}$ miles west of, arch culvert.
 Greenville, culvert.
 Wentworth, 2 miles west of, bridge.
 Wentworth, 2 miles east of, culvert.
 Wentworth, $2\frac{1}{2}$ miles east of, culvert.
 Folliegh, 1 mile west of, arch culvert.
 Londonderry, culvert.
 Londonderry, east of, culvert.
 Truro, $2\frac{1}{4}$ miles west of, bridge.
 Hilden, west of, bridge.
 Brookfield, east of, box culvert.
 Stewiacke, 1 mile west of, box culvert.
 Shubenacadie, 2 miles west of, arch culvert.
 Shubenacadie, $1\frac{3}{4}$ miles west of, culvert.
 Milford, $1\frac{1}{2}$ miles west of, culvert.
 Milford, $\frac{1}{2}$ mile west of, culvert.
 Milford, two culverts.
 Elmsdale, box culvert.
 Wellington, east of, box culvert.
 Bedford, $\frac{1}{4}$ mile east of, culverts.
 Glengarry, $\frac{3}{4}$ mile west of, culvert.
 Wallace, bridge.
 Malagash, west of, four culverts.
 Pugwash Junction, east of, two culverts.
 Tatamagouche, bridge.
 Woodburn, bridge.
 Antigonish, $1\frac{1}{2}$ miles east of, culvert.
 South River, 2 miles west of, two culverts.
 South River, $1\frac{1}{2}$ miles west of, culvert.
 Pomquet, 1 mile east of, culvert.
 Pomquet, culvert.
 Mulgrave, bridge.
 George's River, bridge.
 Rivière du Loup, bridge.
 Rivière du Loup, west of, two culverts.
 Old Lake Road, two culverts.
 Ste. Helene, east of, culvert.
 St. Philippe, bridge.
 Ste. Anne, east of, culvert.
 Ste. Anne, two culverts.
 St. Charles, bridge.
 Chaudière Junction, culvert.

PAINTING.

Bridges.

Mulgrave, new transfer bridge. Mill Brook, bridge No. 21.
 Point Tupper, old transfer bridge. Orangedale, bridge.
 Point Tupper, east of, bridge No. 7. Jamesville, bridge No. -3.
 Mines Road, east of, bridge No. 7. Jamesville, bridge No. 4.
 River Inhabitant, bridge. Ball Creek, bridge.
 River Denys, bridge.

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BUILDINGS AND PLATFORMS.

Repairs.

- St. John, train shed walls.
 St. John, freight shed No. 1.
 St. John, freight shed No. 2.
 St. John, freight shed No. 7.
 St. John, freight shed No. 8.
 St. John, platform, Exhibition Building.
 St. John, baggage room.
 St. John, dwelling house.
 St. John, train shed.
 St. John, new freight office.
 St. John, train shed platform.
 St. John, shelter in No. 8, freight shed.
 St. John, station doors.
 St. John, dwelling house, roof, Lombard street.
 St. John, freight shed, roof.
 St. John, windows, blacksmith shop add. power house.
 St. John, windows station.
 St. John, Gilbert's Lane, cattle pen.
 St. John, platform No. 2 shed.
 St. John, elevator building.
 St. John, platform, cattle shed.
 St. John, floor cattle shed, office.
 St. John, coachmen's shelter.
 St. John, custom's room.
 St. John, coal shed.
 St. John, ticket office.
 St. John, freight house, shed No. 9.
 St. John, train shed, office.
 St. John, shovels at elevator.
 St. John, shed for time clock.
 St. John, Dominion Express Co., room.
 St. John, tool box for St. John station.
 St. John, coal box for signal tower.
 St. John, new freight office.
 St. John, mowry factory building.
 Torryburn, station.
 Torryburn, platform.
 Renforth, platform.
 Jubilee, station platform.
 Nauwigewauk, station platform.
 Nauwigewauk, freight house.
 Lakeside, station.
 Hampton, platform.
 Hampton, freight shed platform.
 Hampton, w.c.
 Bloomfield, platform.
 Bloomfield, station.
 Bloomfield, coal house.
 Norton, platform.
 Norton, station, roof.
 Apohaqui, platform.
 Apohaqui, freight house platform.
 Apohaqui, station windows.
 Sussex, platform.
 Sussex, freight house platform.
 Sussex, station roof.
 Sussex, engine-house.
 Sussex, loading platform.
 Sussex, station windows.
 Sussex, doors, freight house.
 Plumweseep, station platform.
 Penobsquis, station platform.
 Penobsquis, station windows.
 Penobsquis, freight house doors.
 Anagance, station.
 Petitcodiac, baggage room.
 Petitcodiac, station.
 Petitcodiac, freight shed doors.
 Salisbury, station.
 Boundary Creek, station.
 Moncton, store room, track blacksmith shop.
 Moncton, track blacksmith shop, extension.
 Moncton, coaling plant.
 Moncton, track blacksmith shop, foundation.
 Moncton, for steam hammer.
 Moncton, freight house platform.
 Moncton, station platform.
 Moncton, floor, machine shop.
 Moncton, ventilator, paint shop.
 Moncton, switchman's shanty.
 Moncton, rest house building.
 Moncton, round house roof.
 Moncton, new floor, track shop office.
 Moncton, sidewalk to shops.
 Moncton, machine shop roof.
 Moncton, shelving store room, general office.
 Moncton, erecting shop, floor.
 Moncton, government cottage No. 1.
 Moncton, freight house.
 Moncton, electric department, office.
 Moncton, paint room, track shop.
 Moncton, traffic manager's cottage.
 Moncton, track blacksmith shop, loading platform.
 Moncton, cottage No. 9.
 Moncton, boiler house, mechanical dept.
 Moncton, paint shop, mechanical dept.
 Moncton, roundhouse.
 Moncton, dumb waiter, general offices.
 Moncton, engine room, track blacksmith shop.
 Moncton, yardmaster's office.
 Moncton, windows, erecting shop.
 Moncton, machine shop.
 Moncton, station doors.
 Moncton, tool room, mechanical dept.
 Moncton, pulleys for track shop.
 Moncton, ventilator, track shop.
 Moncton, iron rack, track shop.
 Moncton, maintenance office, general office.
 Moncton, freight house office.
 Moncton, W.S. store No. 1.
 Moncton, roof, boiler house.
 Humphrey's, station platform.
 Shediac, station platform.
 Point du Chene, cattle pens and sheep racks.
 Point du Chene, freight house platform.
 Point du Chene, coal shed.
 Point du Chene, ice-house.
 Point du Chene, agent's dwelling.

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Point du Chene, baggage room.
 Painsec Junction, platform.
 Painsec Junction, station.
 Calhoun's, station.
 Memramcook, loading platform.
 Memramcook, station.
 Memramcook, freight house.
 College Bridge, station.
 Evan's, station.
 Evan's, loading platform.
 Sackville, cattle pen.
 Sackville, station platform.
 Amherst, station platform.
 Amherst, baggage room.
 Amherst, station.
 Nappan, loading platform.
 Nappan, station.
 Nappan, sheathing waiting room, office,
 &c.
 Maccan, station.
 Athol, floor, station.
 Springhill Junction, station, waiting
 rooms.
 Springhill Junction, engine-house doors.
 Springhill Junction, tool house.
 Salt Springs, station.
 River Philip, station platform.
 Oxford Junction, loading platform.
 Oxford Junction, station.
 Thomson, station.
 Thomson, freight house.
 Greenville, station.
 Greenville, platform.
 Westchester, station.
 Westchester, station flue.
 Between Westchester & Wentworth,
 tool house.
 Wentworth, station floor.
 Wentworth, station platform.
 Wentworth, freight house.
 Wentworth, coal shed.
 Folley, station flue.
 Londonderry, station platform.
 Londonderry, station flue.
 Londonderry, station roof.
 Londonderry, cattle pen.
 East Mines, station platform.
 East Mines, station flue.
 Debert, station roof.
 Belmont, loading platform.
 Belmont, station cellar.
 Onslow, station platform.
 Truro, express office.
 Truro, despatcher's office.
 Truro, tool house flue.
 Truro, baggage room.
 Truro, coal shed.
 Truro, floor, waiting room.
 Truro, mail room.
 Alton, station platform.
 McKay's, station.
 Stewiacke, station.
 Stewiacke, platform.
 Stewiacke, station flue.
 Shubenacadie, station.
 Shubenacadie, platform.
 Elmsdale, station.
 Enfield, office and waiting room.
 Wellington, passenger platform.
 Windsor Junction, tank house.
 Windsor Junction, station.
 Windsor Junction, roof, baggage room.
 Bedford, station chimney.
 Fairview, station.
 Richmond, roundhouse.
 Richmond, machine shop.
 Richmond, car shop.
 Richmond, blacksmith shop.
 Richmond, cattle shed.
 Richmond, D.A.R. building.
 Richmond, track scale.
 Richmond, ash pits.
 Halifax, roundhouse.
 Halifax, cattle shed.
 Halifax, grain elevator.
 Halifax, shed No. 1.
 Halifax, shed No. 2.
 Halifax, shed No. 3.
 Halifax, shed No. 4.
 Halifax, North street station.
 Halifax, train shed.
 Halifax, electric power house.
 Halifax, car cleaning shed.
 Halifax, Gerrish street house.
 Halifax, shelving office shed No. 1.
 Halifax, new baggage room & checker's.
 Halifax, office, shed No. 2.
 Halifax, coal bin under shed No. 3.
 Halifax, D.A.R. freight shed.
 Halifax, wash house, North street.
 Halifax, hay shed.
 Halifax, shed No. 5.
 Halifax, power house, extending fan
 room.
 Halifax, train shed, roof.
 Halifax, yard delivery office.
 Halifax, shunter's shanty.
 Halifax, postal building.
 Halifax, carpenter shop.
 Halifax, roundhouse roof.
 Halifax, switch house.
 Halifax, D.W.T. roof, car inspector's
 shanty.
 Halifax, tool house.
 Valley, platform.
 Valley, station.
 Riversdale, loading platform.
 Hopewell, platform.
 Ferrona Junction, freight shed.
 Riverton, platform.
 Windsor Junction, store house.
 Waverly, station platform.
 Waverly, station.
 Dartmouth, platform.
 Dartmouth, station.
 Dartmouth, tool house.
 Oxford Junction, station platform.
 Oxford Junction, engine-house.
 Oxford Junction, coal house.
 Oxford, station platform.
 Oxford, coal house.
 Oxford, station.
 Com's Mills, platform.
 Com's Mills, coal house.
 Pugwash, platform.
 Pugwash, coal house.

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- Pugwash, station.
 Wallace Bridge, station platform.
 Wallace Bridge, station.
 Malagash, station platform.
 Malagash, station.
 Tatamagouche, station.
 Denmark, station platform.
 River John, station platform.
 River John, station.
 Scotsburn, station.
 Lyon's Brook, station.
 Pictou, freight shed.
 Pictou, trackmaster's office.
 Pictou, baggage room.
 Lockbroom, station.
 Westville, station platform.
 Westville, loading platform.
 Westville, station.
 Stellarton, baggage room.
 Stellarton, freight shed.
 Stellarton, roundhouse.
 Stellarton, switch house.
 New Glasgow, loading platform.
 New Glasgow, tool house.
 New Glasgow, freight shed.
 New Glasgow, station.
 New Glasgow, platform.
 New Glasgow, Conley's coal chute.
 Trenton, station.
 West Merigomish, station.
 West Merigomish, station flue.
 Merigomish, W.C.
 Barney's River, station flue.
 Antigonish, baggage room.
 Antigonish, platform.
 Antigonish, station.
 Antigonish, freight shed.
 South River, station.
 Tracadie, station.
 Harbor au Bouche, station.
 Harbor au Bouche, platform.
 Pirate Harbor, station.
 Mulgrave, ice-house.
 Mulgrave, freight shed.
 Point Tupper, coal shed.
 Point Tupper, station office.
 Point Tupper, station.
 Point Tupper, foundation, power house.
 McIntyre's Lake, station.
 River Deny's, cattle pen.
 Alba, station.
 Grand Narrows, station platform.
 Shenacadie, station buildings.
 Christmas Island, station.
 Boiesdale, station.
 George's River, platform.
 North Sydney Junction, removing station buildings.
 North Sydney Junction, station.
 North Sydney, station.
 North Sydney, cattle pen.
 North Sydney, freight house.
 North Sydney, freight shed on wharf.
 Leitehe's Creek, station.
 Sydney River, station platform.
 Sydney, engine-house.
 Sydney, freight shed.
 Sydney, bonded ware room.
 Sydney, boiler shed at roundhouse.
 Sydney, station.
 Sydney, coal chute at roundhouse.
 Loggieville, engine-house.
 Chatham, agent's dwelling.
 Blackville, station.
 McNamee's, shelter.
 Boiestown, power house.
 Boiestown, coal shed and W.C.
 Boiestown, station.
 Cross Creek, station.
 Marysville, station.
 Gibson, station.
 Gibson, blacksmith shop.
 Fredericton, power house.
 Fredericton, station platform.
 Fredericton, carpenter shop.
 Berry's Mills, tool house.
 Canaan, station kitchen.
 Canaan, loading platform.
 Canaan, station platform.
 Coal Branch, platform.
 Harecourt, station.
 Harecourt, platform.
 Harecourt, tool house.
 Acadiaville, station.
 Acadiaville, loading platform.
 Rogersville, station platform.
 Chatham Junction, station platform.
 Chatham Junction, cattle pen.
 Derby Junction, platform.
 Millerton, station.
 Indiantown, station.
 Newcastle, freight shed.
 Newcastle, coal shed.
 Newcastle, oil shed.
 Newcastle, wharf platform.
 Newcastle, engine-house.
 Newcastle, trestle.
 Beaver Brook, station.
 Red Pine, station platform.
 Gloucester Junction, station platform.
 Bathurst, freight house.
 Bathurst, station platform.
 Bathurst, station.
 Petit Roche, station platform.
 Petit Roche, station.
 Jacquet River, freight house platform.
 Jacquet River, station.
 Nash's Creek, station.
 Dickie's, station platform.
 New Mills, station.
 Charlo, station.
 Craig's, shelter.
 Eel River, shim house.
 Dalhousie Junction, freight house.
 Dalhousie, engine-house.
 Dalhousie, freight house.
 Dalhousie, station.
 Campbellton, superintendent's house.
 Campbellton, section shanty.
 Campbellton, roundhouse.
 Campbellton, station.
 Campbellton, coal shed.
 Campbellton, station platform.
 Campbellton, yardmaster's shanty.
 Moffatt's, station.
 Flat Lands, station.

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Matapedie, station platform.
 Matapedia, station.
 St. Alexis, station.
 Millstream, station platform.
 Millstream, station.
 Assametquaghan, station platform.
 Beau Rivage, station.
 Causapscaal, station platform.
 Causapscaal, station.
 Salmon Lake, station.
 Amqui, station.
 Cedar Hall, station platform.
 Cedar Hall, freight shed.
 Sayabec, station.
 St. Moise, station.
 Little Métis, station.
 St. Octave, station.
 Ste. Flavie, platform.
 Ste. Flavie, station.
 Ste. Flavie, pump house.
 Ste. Flavie, coal shed.
 St. Luce, station.
 St. Anacllet, station.
 Rimouski, station.
 Sacré Cœur, station.
 St. Fabien, station.
 St. Simon, station.
 St. Simon, water tank.
 Trois Pistoles, agent's house.
 Trois Pistoles, station.
 St. Eloi, station.
 Isle Verte, station.
 Isle Verte, tank.
 St. Arsene, station.
 Cacouna, station.
 Rivière du Loup, baggage room.
 Rivière du Loup, store building.
 Rivière du Loup, station.
 Old Lake Road, station.
 St. Alexandre, station platform.
 St. Andre, station platform.
 St. Paschal, station platform.
 Rivière Ouelle, station platform.
 Rivière Ouelle, coal platform.
 St. Pacome, station platform.
 Ste. Anne, station platform.
 Ste. Louise, station platform.
 L'Islet, station platform.
 Cap St. Ignace, station platform.
 St. Pierre, station platform.
 St. Pierre, loading platform.
 St. Pierre, cattle pen.
 St. François, station platform.
 St. Valier, station platform.
 St. Michael, station platform.
 St. Charles, station platform.
 St. Charles, pump house.
 St. Charles Lake, pump house.
 Levis, superintendent's office.
 Levis, agent's house.
 Levis, trackmaster's office.
 Hadlow, sidewalk.
 St. Romuald, station.
 St. Romuald, freight shed.
 Chaudière Junction, engine-house.
 Chaudière Junction, switchman's shanty.
 Chaudière Junction, tank.
 Chaudière Junction, transfer shed.
 Chaudière Junction, ice-house.
 Chaudière, station.
 St. Appolinaire, station.
 St. Appolinaire, station platform.
 St. Apollinaire, freight shed.
 Laurier, station.
 Delotbinere, station.
 Villeroy, station.
 Manseau, sectionmen's dwelling.
 Manseau, freight shed.
 Manseau, station.
 Lemieux, station.
 Daveluyville, station.
 Daveluyville, station platform.
 Aston Junction, station.
 St. Leonard Junction, coal shed.
 St. Leonard Junction, station.
 St. Leonard Junction, agent's dwelling.
 Nicolet, station.
 St. Monique, station.
 St. Monique, platform.
 St. Perpetue, station.
 St. Perpetue, station platform.
 Mitchell, station.
 Mitchell, station platform.
 Carmel, station platform.
 Carmel, station.
 St. Cyrille, station platform.
 St. Cyrille, W.C.
 St. Cyrille, station.
 Drummondville, engine-house.
 Drummondville, freight shed.
 Drummondville, carpenter shop.
 Drummondville, station platform.
 St. Germain, stock pen.
 St. Germain, station.
 St. Eugene, station.
 St. Eugene, station platform.
 Ste. Rosalie, station.

BUILDINGS AND PLATFORMS.

New Work.

St. John, platform for Agricultural society.
 Petitcodiac, baggage room.
 Moncton, temporary platform for Barnum's circus.
 Moncton, electric battery house.
 Moncton, shed for planer.
 Belmont, W.C. and coal shed.
 Halifax, office, pier No. 8.
 Halifax, car inspector's office, C.P.R.
 Sydney, boiler shed at roundhouse.
 Sydney Mines Branch, tool house.
 Sydney Mines Branch, coal shed.
 Bathurst, pump house.
 Dickie's, shelter, (rebuilt).
 Ste. Flavie, hand car house.
 Bic, hand car house.

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PAINTING.

Moncton, hopper's shop.
 Painsec Junction, station.
 Painsec Junction, baggage room.
 St. Octave, freight shed.
 Windsor, platform.
 Windsor, station.
 Mount Uniacke, platform.
 Mount Uniacke, station.
 Beaver Bank, platform.
 Beaver Bank, station.
 Ellershouse, platform.
 Ellershouse, station.

Newport, platform.
 South Uniacke, platform.
 Windsor Junction, freight shed.
 Windsor Junction, platform.
 Windsor, culvert.
 Mount Uniacke, 1½ miles east of, bridge.
 Ellershouse, culvert.
 St. Croix, near Ellershouse, bridge.
 Newport, culvert.
 Windsor Junction, culvert.
 Newport, ½ mile east of, culvert.

In addition to the ordinary repairs I beg leave to append a list of extraordinary work done with cost of same :—

Angle plates and bolts used in laying 80-lb. rails.	\$ 58,560 00
Repairs to Lévis cribwork, material and labour.	5,604 95
Repairs to Point du Chêne wharf, material.	4,629 84
Repairs to point du Chêne wharf, labour.	1,886 87
Repairs to West River bridge, material.	10,533 02
Repairs to West River bridge, labour.	4,021 16
Heating station at Point Tupper.	418 00
New station at Pugwash Junction (part payment).	405 00
New station at Belmont (part payment).	3,375 00
	\$ 89,433 84
Relaying rails, 80-lb.	12,776 07
Relaying rails, 67-lb.	976 04
	.. \$ 103,185 95

GENERAL.

New buffers were 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.

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.

Painting has been done to the semaphores, switches and telegraph signals throughout the line, where required.

Necessary repairs were made to hand-car, trollies, baggage trucks and wheelbarrows throughout the line.

Necessary repairs were made to steam shovels when required.

Boxes were made for the packing of second-hand spikes and bolts, when required.

Necessary repairs were made to steam shovels, when required.

SESSIONAL PAPER No. 20

In concluding this report I wish to state that the maintenance of the road, buildings and bridges has been fully looked after and I feel that the road was never in better condition than at present.

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 Railways,
Moncton, N.B.

7-8 EDWARD VII., A. 1308

No. 1.—INTERCOLONIAL RAILWAY.
CAPITAL ACCOUNT, 9 MONTHS ENDED MARCH 31, 1907.

1906.	Dr.	\$	cts.	1906.	Cr.	cts.
June 30.	To Cost of Intercolonial Railway to date.		81,238,728	63	By Dominion of Canada	81,238,728
1907.						
Mar. 31.	To					
	Strengthen bridges.	118,272	88			
	Division of line at St. Leonard Junction	5,485	72			
	Division of line at Mitchell	3,986	86			
	Improvements at Drummondville.	3,681	01			
	Engine-house, &c., at Chaudiere Junction.	31,821	23			
	Engine-house, machine shop, &c., Riviere du Loup	5,998	72			
	Increase accommodation at Ste. Flavie	16,914	78			
	Improvements at Campbellton	5,529	85			
	Increase accommodation at Halifax	260,124	63			
	Increase accommodation at Truro.	83,652	83			
	Increase accommodation at St. John	2,259	41			
	Increase accommodation at Sydney	17,612	69			
	Increase accommodation at Stellarton	2,810	47			
	Air brakes to freight cars.	21,000	00			
	Increase accommodation at Pictou	74,638	18			
	Extension to Sydney Mines.	22,195	85			
	Rolling stock.	343,676	86			
	Double tracking parts of line	50,751	82			
	Increase accommodation and facilities along line	15,184	21			
	Additional sidings and spur lines	32,433	72			
	Extension of wharf at Dalhousie.	106	45			
	Locomotive and car shops and land purchase at Moncton.	183,531	02			
	Improvements at Sackville	24,916	00			
	Fencing portion of line not heretofore fenced	15,983	36			
	New machinery for locomotive and car shops	50,214	73			
	Improving grades on line.	3,246	44			
	Increase accommodation at New Glasgow.	13,000	00			
	Put railway between Indiantown and Blackville in condition for operation.	789	00			
	Increase water supply.	11,222	15			
	Increase accommodation at Springhill Junction.	20	94			
	Raising wharf at Pictou Landing.	14,989	05			
	Improvements at Rothesay.	47	16			

SESSIONAL PAPER No. 20

Increased accommodation at Antigonish	1,418 42		
Improvements at Newcastle	2,760 56		
Water tank and reservoir at Glenora	1,585 78		
Steam shovel	11,700 00		
Time recorders and watchmen's clocks	1,285 50		
Original construction	573 66		
Dredge and blast rocks at deep water ter- minus, Halifax	19,360 58		
Exchange draw bars of freight cars	12,531 20		
Provide side ladders on box cars	2,275 00		
Gibson air compressor and reservoir	1,780 91		
Ice-houses at various points	11,100 00		
Princess pier	3,778 22		
	1,506,248 26		
LESS—Amount of cheque for \$39 from J. S. O'Byer, being refund of over- payment for lands taken for River Ouella Branch	39 00		
	1,506,209 26	1907.	1,506,209 26
	82,741,937 89	Mar. 31. By Dominion of Canada	82,744,937 89

E. & O. E.,
MONTGOMERY, N.B.

S. I. SHANNON,
Comptroller.

7-8 EDWARD VII., A. 1908

No. 2.—INTERCOLONIAL RAILWAY.
REVENUE ACCOUNT, 9 MONTHS ENDED MARCH 31, 1907.

Expenditure.	—	Earnings.	—
	\$ cts.		\$ cts.
Maintenance of way and structures..	1,111,888 63	Passenger earnings.....	1,952,438 88
Maintenance of equipment.....	1,189,521 16	Freight ".....	4,032,745 00
Conducting transportation.....	3,485,224 83	Mail and express earnings.....	235,039 88
General expenses.....	147,537 16	Miscellaneous earnings.....	28,087 24
	5,925,171 83		6,248,311 00
Rental of leased lines.....	195,0 0 00		
	6,030,171 83		
Balance.....	218,139 17		
	6,248,311 00		6,248,311 00

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 3.—INTERCOLONIAL RAILWAY.
MAINTENANCE OF WAY AND STRUCTURES, 9 MONTHS ENDED MARCH 31, 1907.

	\$ cts.
No. 1. Repairs to roadway.....	716,139 78
2. Renewals of rails.....	37,950 17
3. " ties.....	147,909 14
4. Repairs and renewals of bridges and culverts.....	65,637 50
5. " fences, road crossings, signs and cattle-guards.....	22,654 06
6. " buildings and fixtures.....	104,310 19
7. " docks and wharfs.....	12,531 12
8. " telegraph.....	1,220 67
9. Stationery and printing.....	3,291 66
10. Other expenses.....	334 39
	1,111,888 63

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

SESSIONAL PAPER No. 20

No. 4.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF EQUIPMENT, 9 MONTHS ENDED MARCH 31, 1907.

	§	cts.
No. 11. Superintendence.....	66,372	81
12. Repairs and renewals of locomotives.....	476,210	12
13. " " passenger cars.....	166,813	88
14. " " freight cars.....	327,658	24
15. " " work cars.....	13,804	27
16. " " marine equipment.....	8,522	81
17. " " shop machinery and tools.....	56,912	93
18. Stationery and printing.....	8,221	10
19. Other expenses.....	55,998	00
	1,180,521	16

E. & O. E.

MONCTON, N.B.

S. L. SHANNON,

Comptroller.

No. 5.—INTERCOLONIAL RAILWAY.

CONDUCTING TRANSPORTATION, 9 MONTHS ENDED MARCH 31, 1907.

	§	cts.
No. 20. Superintendence.....	84,801	41
21. Engine and roundhouse men.....	604,113	08
22. Fuel for locomotives.....	1,143,036	23
23. Water supply for locomotives.....	47,518	88
24. Oil, tallow and waste for locomotives.....	42,272	07
25. Other supplies for locomotives.....	9,638	69
26. Train service.....	503,763	15
27. Train supplies and expenses.....	129,547	89
28. Switchmen, flagmen and watchmen.....	166,260	92
29. Telegraph expenses.....	129,028	70
30. Station service.....	425,566	75
31. Station supplies.....	78,718	44
35. Loss and damage.....	84,354	35
36. Injuries to persons.....	2,447	37
37. Clearing wrecks.....	15,619	36
38. Operating marine equipment.....	30,395	98
39. Advertising.....	31,673	81
40. Outside agencies.....	44,231	86
42. Stock yards and elevators.....	5,069	67
44. Rents of buildings and other property.....	1,488	78
45. Stationery and printing.....	53,821	38
46. Other expenses.....	25,729	22
Total.....	3,659,097	99
LESS:—		
33. Car service.....	§ 153,477	77
34. Hire of equipment.....	9,163	09
43. Rents for tracks, yards and terminals.....	11,232	30
	173,873	16
	3,485,224	83

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MONCTON, N.B.

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No. 6.—INTERCOLONIAL RAILWAY.

GENERAL EXPENSES, 9 MONTHS ENDED MARCH 31, 1907.

	\$	cts.
No. 47. Salaries of general officers.....	10,999	94
48. Salaries of clerks and attendants.....	58,441	87
49. General office expenses and supplies.....	15,377	95
50. Insurance.....	7,842	53
51. Law expenses.....	16,243	48
52. Stationery and printing, general offices.....	12,258	66
53. Other expenses.....	26,372	73
	147,537	16

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MONCTON, N.B.

S. L. SHANNON,

Comptroller.

No. 7.—INTERCOLONIAL RAILWAY.

SPECIAL VOTES, 9 MONTHS ENDED MARCH 31, 1907.

	\$	cts.
Rent of Grand Trunk Railway—Chaudière Curve to Chaudière and Ste. Rosalie to Montreal, including the Victoria Bridge and terminals in Montreal.....	105,000	00

E. & O. E.

MONCTON, N.B.

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No. 8.—INTERCOLONIAL RAILWAY.

GENERAL STORES ACCOUNT, 9 MONTHS ENDED MARCH 31, 1907.

Dr.	\$ cts.	\$ cts.	Cr.	\$ cts.	\$ cts.
To Balance at June 30, 1906.....			By Issues during 9 months ended March 31, 1907.....	2,447,075 60	
Purchases during 9 months ended March 31, 1907.....	2,281,468 44	1,493,723 83	Sales material, fuel, &c.....	81,572 26	
Charges from other departments.....	102,190 73		Sales old material.....	92,717 32	
Labour, &c.....	84,714 08		Balance—		2,021,365 18
Staff pay rolls (general office).....	1,265 00	2,469,638 25	Ordinary stores, including fuel.....	405,808 68	
			Roadway and bridge material.....	986,188 22	
					1,341,396 90
		3,963,362 08			3,963,362 08

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MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 9.—INTERCOLONIAL RAILWAY.
GENERAL BALANCE, 9 MONTHS ENDED MARCH 31, 1907.

Dr.		Cr.			
To	cts.	cts.		cts.	
Cash	452 93				2,027,802 06
Station agents	196,362 58				749 95
General stores	1,341,996 90				3,513 50
Rents	6,154 21				6,489 62
Claim Agent's Suspense Account	43,879 15				33,320 34
Ice Stock Account	2,216 68				
Auditor's Suspense Account	13,850 60				
Beaver Brook Accident Claims Account	2,500 00				
To	cts.	cts.		cts.	
Individuals and Companies Ledger—					0 08
Acadia Coal Company	782 65			12 69	
Armour Car Lines	0 57			0 11	
American Locomotive Co.	1,038 97			0 07	
H. & A. Allan	4 50			9 36	
Allan Steamship Line	1,892 13			1,000 00	
Athol station	4 44			98 63	
Amherst freight station	3 31			200 00	
F. Atkinson	49 87			200 00	
H. Atkinson	12 80			3 56	
Atlantic and Lake Superior Ry.	7,888 72			1,190 18	
American Refrigerator Trans. Co.	3 20			0 45	
Ann Arbor Ry.	2 00			359 71	
Boston and Maine Ry.	115 66			223 50	
Ballston Terminal Railway	396 41			0 35	
Baltimore and Ohio Ry.	22 82			624 00	
Boston and Albany Ry.	2 84			609 09	
Baldwin Locomotive Works	181 10			10 00	
M. Pearty & Sons	1 14			31 60	
Geo. C. Brown	11 08			13 50	
J. C. Brown	15 00			0 75	
Foxdale station	7 80			93 25	
Pic station	22 00				
Bloomfield Station	25 21				
Boersville Ry. of Coal Co.	564 91				
Buffalo Rochester and Pikes Ry.	1 54				
L. L. Parrill	90 23				
Burlington, Cedar Rapids and N. Ry.	1 60				
Brookville, West Point and N. W. Ry.	8 66				
Buffalo and Susquehanna Ry.	1 99				
Parlington and Mrs. River Ry.	0 63				
Bessemer and Lake Erie Ry.	2 26				
By					
By Dominion of Canada					
Unclaimed freight					
Suspense					
Freight in Transit Account					
Grand Trunk Ry.—Track Suspense Account					
By Individuals and Companies Ledger—					
Albert Manufacturing Co.					
Cape Breton Ry.					
Charlottetown Steam Navigation Co.					
Charlham Railway					
Canadian Ry. News Co.					
Department of Justice					
Dubs & Co.					
G. Demers					
W. B. Dickson					
Dominion of Canada Guarantee and Accident Co.					
Ehmsdale Co.					
Employers' Liability Assurance Corporation					
Freight Claim Agent					
J. Fenderson & Co.					
General Baggage Agent					
Grand Lake Lumber Co.					
General Storekeeper					
J. B. & A. Gaulin					
Guarantee Company of North America					
H. Girard					
J. B. Humphrey					
Mrs. B. Carr Harris					
By I.C. Ry. Employees' Relief and Insurance Assn.					
London Guarantee and Accident Co.					
I. Lord					
Merchants Despatch Transportation Co.					
McLean, Holt & Co.					
W. A. McKay & Co.					
New Brunswick Telephone Co.					
N. S. Fertilizer Co.					
J. O'Shaughnessy					

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Canadian Pacific Ry. (N.B. Div.).....	17,587 17		
" ".....	3,580 17		
Rolling stock.....			
F. E. Camac.....	21,167 34	Pictou Foundry Co.....	18 90
Canada Eastern Ry.....	22,446 90	Portland Rolling Mills.....	0 01
Caracquet Ry.....	2,760 70	Quebec Construction Co.....	51 41
Canadian Express Co.....	17 42	Robt Engineering Co.....	1 50
Canadian Cords and Ry. Co.....	19,140 03	Railway Passengers' Assurance Co.....	3 45
Central Vermont Ry.....	25 08	J. Simon.....	290 00
Canada Atlantic Ry.....	496 12	Savoie & Co.....	823 00
Canada Atlantic Ry. and Coal Co.....	299 24	Transcontinental Ry. Commission.....	1 08
Cumberland Ry. and Coal Co.....	15 30	F. A. Williams.....	18 80
Chicago Great Western Ry.....	33 79	Wallace Stone Quarry Co.....	0 80
Canadian Northern Ry.....	12 54	Alex. Watton.....	400 00
Chicago, Rock Island and Pacific Ry.....	14 46	Dominion Lumber Co.....	182 00
Cincinnati, Ham. and Dayton Ry.....	6 00	By Individuals and Companies Ledger Suspense	8,627 75
Cleveland, Cin., Chic. and St. Louis Ry.....	61 82	Accounts:—	
Chicago, Milwaukee and St. Paul Ry.....	11 58	P. E. Island Ry.....	29 47
Chicago and Northwestern Ry.....	2 72	McLean, Holt & Co.....	43 00
S. Canard & Co.....	538 01	General Storekeeper.....	117 77
T. B. Callhoun.....	10 00	Pictou Foundry Co.....	283 50
Canadian Bridge Co.....	159 96	Acadia Coal Co.....	45 70
T. R. Campbell.....	3 00	Fraserville Foundry.....	147 73
Campbellton ticket station.....	94 85	Galena Oil Co.....	104 00
Campbellton freight station.....	25 00	H. J. Carson & Co.....	3,434 29
H. J. Cameron.....	1,679 07	Imperial Oil Co.....	32 05
Coldbrook Rolling Mills.....	1,967 41	By Traffic Ledger:—	4,237 42
Coal Branch Station.....	65 84	Aitchison, Top and S. P. Ry.....	826 38
T. Cook & Son.....	19 80	Boston and Maine Ry.....	3,823 37
Chicago and Alton Ry.....	5 24	G. E. Beckman.....	6 10
Cin., New Orleans and Texas P. Ry.....	1 63	Canadian Northern Ry.....	996 63
Chicago, Burlington and Quincy Ry.....	4 49	Canadian Pacific Ry.....	364 68
Dudley Refrigerator Line.....	2 88	Chic. Rock Island and P. Ry.....	500 62
Chicago and Eastern Illinois Ry.....	0 70	Chic., Burlington & Quincy Ry.....	131 75
Cotton Belt Route.....	9 54	Chic. and Northwestern Ry.....	302 21
Cape Breton Electric Ry. Co.....	337 79	Chic. Mtl. and St. Paul Ry.....	366 80
Central Ontario Ry.....	1 73		
F. H. Charbonneau.....	3 00	By Delaware and Hudson Ry.....	138 57
Central Telephone Co.....	36 00	Duluth, South Shore and Atlantic Ry.....	669 35
Chicago, Ind. and Louisville Ry.....	3 19	Dominion Coal Co.....	13 78
Chicago, Cin. and Louisville Ry.....	1 26	Eric Ry.....	0 40
Chicago, Ind. and Southern Ry.....	0 76	SS. <i>Electric</i>	7 20
Central New England Ry.....	0 45	Eastern SS. Co.....	157 50
Colchester Coal and Ry. Co.....	175 98	Great Northern Ry. Lime.....	337 75
Dept. of Agriculture.....	1,920 28	Halifax and Southwestern Ry.....	73 30
Dominion Tar and Chemical Co.....	24 76		
Dept. of Public Works.....	16,529 00		
Dept. of Marine and Fisheries.....	179 30		
Dept. of Militia and Defence.....	2,800 34		
Dominion Atlantic Ry.....	10,385 47		

No. 9—INTERCOLONIAL RAILWAY—Continued.
 GENERAL BALANCE, 9 MONTHS ENDING MARCH, 31, 1907—Continued.

DR.	cts.	%	Cr.	cts.	%
Dominion Coal Co.	8,151 91		King Bros.	200 00	
Dominion Iron and Steel Co.	4,613 36		Lake Shore and Michigan Southern Ry.	17 22	
Delaware and Hudson Ry.	139 83		Lorimer and Megantic Ry.	2 73	
Delaware, Lack. and Western Ry.	35 89		Maine Central Ry.	4,873 80	
Drummond County Ry.	7,199 87		Minn., St. Paul and S. S. Marie Ry.	570 23	
Dartmouth Station.	8,013 73		Minn. and St. Louis Ry.	11 37	
Derby Junction Station.	231 04		Northern Pacific Ry.	375 24	
Dalhousie Station.	19 69		New York Central and Hudson River Ry.	35 40	
Dominion Express Co.	277 15		New York, New Haven and Hartford Ry.	344 85	
Dept. of Interior.	303 82		Pennsylvania Ry.	28 50	
Dominion Bridge Co.	186 30		Quebec Southern Ry.	38 45	
Dept. of Railways and Canals.	2 22		Quebec Central Ry.	499 24	
Detroit and Mackinac Ry.	0 76		Newfoundland Ry.	223 20	
Detroit Southern Ry.	0 41		Wabash Ry.	401 29	
A. P. Dupuis	938 06		Wisconsin Central Lines.	33 00	16,571 51
Detroit, Toledo and Trenton Ry.	2 40		By Car Service Ledger:—		
Denver and Rio Grande Ry.	0 66		Alabama and Great So. Ry.	1 00	
Elgin and Havelock Ry.	401 80		Bangor and Electric Ry.	1 50	
Erie Ry.	73 35		Buffalo and Susquehanna Ry.	5 50	
Engineering Contract Co.	518 68		Baltimore and Sparrows Pt. Ry.	1 75	
Eel River Station.	32 61		Central Vermont Ry.	1 00	
Eureka Mills Station.	13 56		Chicago Belt Ry.	16 00	
Elgin Branch Ry.	726 10		Chicago Great Western Ry.	10 80	
Capt. J. A. Farquhar.	9 60		Detroit and Mackinac Ry.	0 25	
Forestdale Station.	6 34		Dond Stock Car Co.	1 40	
A. Forbes.	82 18		Grand Trunk Ry.	2,384 76	
Fraserville Foundry Co.	121 38		Great Northern Ry. of Canada.	18 00	
Flood & Co.	25 50		Huntingdon and Broad Top Mountain Ry.	1 25	
S. W. Fidler & H. W. Roome	405 83		Kansas City, Mexico and Orient Ry.	16 00	
Grand Trunk Ry.	9,796 91		Missouri Pacific Ry.	0 50	
Great Northern Ry. of Canada.	44 72		Missouri, Kansas and Texas Ry.	0 50	
Grand Trunk Ry.—Suspense.	38 75		Narragansett Pier Ry.	1 75	
O. Guerette & Son.	36 92		New Jersey and New York Ry.	0 25	
Gray & Lawrence Bros. Co.	6 75		Poughkeepsie and Eastern Railway.	0 90	
Gloicester Junction Station.	78 87		Pecos Valley and Northeastern Ry.	0 50	
P. E. Gallant	173 36		Quincy, Omaha and Kansas City Ry.	5 00	
Glangarry Station.	5 00		Sosquehanna, Bloomsberg and Berwick Ry.	0 80	
Galena Oil Co.	291 00		St. Joseph and Grand Island Ry.	4 00	
Great Northwestern Telegraph Co.	200 91		Sosquehanna River and Western Ry.	0 50	
Charles Goodall & Son.	30 51		Texas and Pacific Ry.	0 50	
Galveston, Harrisburg and San. A. Ry.	1 55		Woodstock Ry.	1 00	
Hatfax and Southwestern Ry.	9,183 26		White River Ry.	0 40	2,475 81
Hampton and St Martin's Ry.	1,421 35				

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Hoeking Valley Ry.....	1 03	
Halifax Station Labor.....	1,500 00	
M. J. Haney.....	97 31	
Halifax Freigh Station.....	887 49	
R. Hamilton.....	1,131 52	
H. M. Hamilton.....	316 66	
Halifax and Cape Breton Ry.....	1,151 42	
L. R. Harrison.....	1,343 41	
Inverness Ry. and Coal Co.....	14,034 49	
Intercolonial Coal Mining Co.....	21 01	
Interprovincial Navigation Co.....	195 90	
Illinois Central Ry.....	1 45	
Indiana, Illinois and Iowa Ry.....	2 24	
Imperial Oil Co.....	32 05	
Iona Station.....	72 71	
To Isle Verte Station.....	25 00	
Kent Northern Ry.....	7,327 76	
Kent Junction Station.....	28 38	
Kanawha and Michigan Ry.....	1 69	
Willard Kitchen.....	33 16	
Kansas City and Southern Ry.....	1 19	
Kentucky and Indiana Bridge Ry.....	210 00	
Lothbiniere and Megantic Ry.....	36 19	
Londonderry Iron and Mining Co.....	20,304 08	
Lehigh Valley Ry.....	31 51	
Louisiana and Western Ry.....	30	
Louisville and Nashville Ry.....	11 55	
Lake Shore and Michigan Southern Ry.....	95 45	
Lake Erie and Western Railway.....	1 30	
LeB. Drury Lockhart.....	45 50	
Moncton and Buctouche Ry.....	512 36	
Michigan Central Ry.....	24 84	
Main Central Ry.....	96 46	
Moncton Freight Station.....	20 00	
Menancook Station.....	7 51	
Montreal Cotton and Wool Waste Co.....	23 40	
Montagu Light and Pulp Co.....	1,015 95	
Thos. Malcolm.....	1,177 01	
Midland Ry. of N. S.....	7 07	
Minerac Mining Co.....	317 84	
Minudie Coal Co.....	2,592 70	
Missouri Pacific Ry.....	51 08	
Minn., St. Paul and S. S. Marie Ry.....	8 30	
Missouri, Kansas and Texas Ry.....	2 61	
Maritime Coal Ry. and Power Co.....	0 01	
Musgrave and Co.....	9 72	
Mathie Ellis Co.....	26 28	
Maritime Engineering Co.....	2 40	
Missouri River Desp. Trans. Co.....	2 34	
Morris Co. Refrigerator Line.....	3 38	
By Advance:—		
W. L. Crighton.....	0 20	0 20

No. 9.—INTERCOLONIAL RAILWAY—Continued.

GENERAL BALANCE, 9 MONTHS ENDED MARCH 31, 1907—Continued.

Dr.	cts.	cts.	Cr.	cts.	cts.
H. J. McMannus.....	56 00				
A. R. McDonald.....	2 76				
J. J. McLeod.....	644 16				
G. McDougall & Co.....	1,466 00				
McPhee Automatic Signal Co.....	46 30				
E. D. McGrath.....	11 40				
New Brunswick Coal and Ry. Co.....	43,306 12				
New York Central and Hudson River Ry.....	381 45				
National Dispatch Line.....	281 58				
Newfoundland Ry.....	1,716 56				
New York, New Haven and H. Ry.....	66 83				
North American Trans. Co.....	2,347 33				
New York, Chicago and St. Louis Ry.....	10 85				
Nova Scotia Steel and Coal Co.....	2,988 67				
New Brunswick and P. E. Island Ry.....	2,995 79				
Northern Pacific Ry.....	3 14				
Captain Newcombe.....	83 98				
J. Norris & Co.....	22 22				
Nash's Creek Station.....	6 25				
New Glasgow Station.....	633 90				
New Castle Station.....	102 75				
Nippon Station.....	40 00				
Nicolet Station.....	39 53				
Nauwigewank Station.....	3 00				
National Labour Congress.....	446 40				
Post Office Dept.....	3,962 86				
Prince Edward Island Ry.....	680 82				
Picton Station Labour.....	200 00				
Pullman Co.....	8 67				
Pennsylvania Ry.....	105 49				
Price Bros.....	1,336 02				
Price and Fallon.....	11,672 77				
Pitts., Cin., Chicago and St. Louis Ry.....	14 37				
Pennsylvania Co.....	53 93				
Pere Marquette Ry.....	28 18				
Philadelphia and Reading Ry.....	3 83				
H. M. Price & Co.....	305 43				
Phoenix Bridge Co.....	9 77				
L. N. Poulton.....	332 20				
Pickford and Black.....	163 16				
Polson Iron Works.....	273 25				
D. Pottinger.....	7 45				
Peoria and Eastern Ry.....	9 75				

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Quebec Central Ry.....	4,453 55
Quebec Southern Ry. (New Acct.).....	2,537 76
" " (Old Acct.).....	27,144 93
Rhodes Curry & Co.....	2,971 91
Rome, Watertown and Ogdensburg Ry.....	7 61
Rutland Ry.....	19 38
Rathbun Co.....	1 50
William Roche.....	91 22
Chas. D. Rodbeck.....	130 00
Royal Visit.....	9,204 25
Ryan & McDonnell.....	3,736 29
Rockingham Station.....	27 47
Red Pine Station.....	20 00
River du Loup ticket station.....	16 00
" Freight.....	136 82
Remittance destroyed.....	788 81
J. Richards & Son.....	116 24
Wallace Ross.....	33 70
T. Richard.....	1,500 00
F. A. Roman & Co.....	0 50
Red Cross SS Line.....	5 87
SS. <i>Minot</i>	268 14
Swift Refrigerator Line.....	30 74
Steamer <i>Pishoda</i>	18 50
Standard Car Truck Co.....	465 30
St. Hyacinthe Station.....	8,879 05
SS. <i>Verde</i>	50 78
SS. <i>Lake Ontario</i>	17 04
St. Francois Bridge Co.....	49 59
Shediac Station.....	34 70
Sackville Station.....	10 17
St. John Station.....	3,096 46
St. Alexandre Station.....	25 90
St. Louise Station.....	0 66
Sydney Cement Co.....	898 55
Springhill and Parisboro Ry.....	5,161 99
St. Arsenne Station.....	107 12
St. Luce Station.....	80 00
Schooner <i>Mary Jane</i>	71 30
R. A. & J. Stewart.....	41 39
St. John Street Ry.....	31 00
St. Anaclet Station.....	11 00
Salisbury and Harvey Ry.....	138 81
Southern Ry.....	0 71
Shedden Co.....	1 75
St. Lawrence and Adirondack Ry.....	19 17
St. Louis and San Francisco.....	1 16
St. Louis, Iron Mountain and So. Ry.....	19 23
San Pedro, Los Angeles and Salt Lake Ry.....	16 00
St. Louis South Western Ry.....	9 82

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No. 9.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, 9 MONTHS ENDED MARCH 31, 1907—Continued

DR.	\$	cts.	Cr.	\$	cts.
V. J. Sullivan.....	10	00			
Tennessee Ry.....	193	52			
Texas, Pacific Ry.....	1	61			
Tobique Valley Ry.....	2,789	25			
Trois Pistoles Pulp and Paper Co.....	73	82			
Trois Pistoles Station.....	97	37			
Town of Dartmouth.....	32,000	00			
F. Tapley.....	360	00			
Town of Truro.....	83	35			
Town of Nicolet.....	0	35			
Toledo, Peoria and Western Ry.....	9	75			
Vandalia Lino.....	82	20			
Uncurrent and failed bank notes.....	6	65			
Valley Station.....	928	18			
Union Bearing Co.....	0	63			
Vicksburg Southern and Pacific Ry.....	1	23			
Union Pacific Ry.....	206	81			
Wabash Ry.....	48	00			
Washington Co.....	295	52			
Western Union Telegraph Co.....	130	00			
A. N. Whitman & Son.....	33	24			
Wentworth Station.....	15,957	92			
Western Comities Ry.—General.....	55	00			
Western Comities Ry.—Traffic.....	473	68			
Welford Station.....	21	75			
E. A. Wallberg.....	3	50			
J. D. Walker.....	0	77			
Western Maryland Ry.....	8,305	13			
Wisconsin Central Ry.....					
Wisconsin Ry.....					
York and Carleton Ry.....					
To Individuals and Companies Ledger, Suspense Accts.—					
L. C. Ry. Employees' Relief and Insurance Association.....	0	37			
Dominion Bridge Co.....	0	30			
Halifax and Southwestern Ry.....	128	19			
Dominion Atlantic Ry.....	41	88			
Windsor Branch Ry.....	2	18			
E. A. Wallberg.....	1	10			
Canadian Pacific Ry.....	47	89			
				431,451	83
					221 91

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Traffic Ledger—

H. & A. Allan.....	2,691 72
Allan Bros. & Co.....	1,648 12
SSS, <i>Acadia</i>	1 60
Acadia Coal Co.....	45 72
To Beaver Line Steamers.....	1,156 13
Boston, Halifax and P. E. Island SS. Co.....	29 23
Canada Atlantic and Plant SS. Co.....	218 79
Cape Breton Ry.....	9 30
Charlottetown Steam Nav. Co.....	91 76
Canada Coals and Ry. Co.....	2,434 52
Delaware, Lack. and Western Ry.....	6 79
Dominion S. S. Co.....	56 08
Dept. of Marine and Fisheries.....	1 89
Dominion Atlantic Ry.....	6,079 43
Exchange account.....	461 69
Grand Trunk Ry.....	42,963 87
Great Northern Ry. of Canada.....	124 74
Hatbaway Line.....	11 10
Interprovincial Navigation Co.....	46 30
Intercolonial Coal Mining Co.....	1,423 71
Imperial Coal Co.....	124 54
Kingston and Penbroke Ry.....	4 38
William Miller.....	258 43
R. C. W. McQuig.....	522 78
National Lines of Mexico.....	7 35
Pere Marquette Ry.....	1 58
Pittsburg and Lake Erie Ry.....	1 06
Salvation Army.....	19 67
St. Lawrence Steamboat Co.....	255 33
Temiscanata Ry.....	255 65
World Travel Co.....	51 30

61,004 56

To Car Service Ledger:—

Atlanta and Birmingham Air Line.....	1 00
Addyston and Ohio River Ry.....	1 95
Atlanta and West Point Ry.....	2 70
Boston and Maine Ry.....	2 00
Bessemer and Lake Erie Ry.....	0 10
Chicago, Indiana and Southern Ry.....	23 60
Colorado and Southern Ry.....	6 50
Cleveland, Cinn., Chic. and St. Louis Ry.....	4 41
Cincinnati, New Orleans and T. P. Ry.....	1 00
Chicago, Indiana and Eastern Ry.....	1 60
Canadian Northern Ry.....	110 20
Cincinnati, Hamilton and Dayton Ry.....	0 20
Dominion Tar and Chemical Co.....	154 00
Dublin and Southwestern Ry.....	0 75
Errie Ry.....	0 75
Fonda, Johnston and G. Ry.....	0 50

No. 9.—INTERCOLONIAL RAILWAY—Continued.
 GENERAL BALANCE, 9 MONTHS ENDED MARCH 31, 1907—Continued.

Dr.	cts.	%	cts.	%	Cr.	cts.	%	cts.	%
Genessee and Wyoming Ry	4 00								
Great Northern Ry. Line	7 75								
Green Bay and Western Ry.	2 00								
Indiana Harbor Ry	2 00								
Lehigh and New England Ry	0 20								
Moshasuck Valley Ry	8 25								
Mobile and Ohio Ry.	36 25								
Mississippi River and Bonne Terre Ry.	2 00								
Missouri Coal Belt Ry.	0 50								
Marquette and Southeastern Ry.	1 75								
New York and Pennsylvania Ry	2 50								
Nashville, Chatt. and St. Louis Ry.	44 00								
New York, Phil. and Norfolk Ry.	4 75								
New Orleans and Northeastern Ry.	20 75								
Ohio Central Lines.	2 50								
Pere Marquette Ry	1 00								
Portland and Rumford Falls Ry	57 05								
Quebec and Lake St. John Ry.	4 40								
South Manchester Ry	0 60								
Southern Ry	2 50								
Toledo and Western Ry.	1 40								
Toledo Ry. and Terminal Co.	9 35								
Tonapah and Goldfield Ry.	1 25								
Washington County Ry.	12 50								
Williamsport and North Branch Ry.	0 25								
Advances:									
W. J. Hughes	30 50						540 76		
J. W. C. McConnell	50 00								
Geo. Skoffington	25 55								
A. Galipeault	50 00								
							156 05		
							2,103,788 16		
									2,103,788 16

S. L. SHANNON,
 Comptroller.

E. & O. E.,
 MONCTON, N.B.

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No. 10.—INTERCOLONIAL RAILWAY.

STATEMENT of Averages for nine months ending March 31, 1907.

Mileage of railway	1,448.62
Engine mileage	6,810,418
Total train mileage	5,069,575
Total car mileage	61,236,603
Ratio of earnings to gross earnings :—	
Passenger	Per cent. 31.25
Freight	64.54
Mail and express	3.76
Miscellaneous .....	.45
Gross earnings per mile of railway. Dollars 4,313.29	
" engine mile railway. Cents 91.75	
" train mile	Dollars 1.23
" car mile	Cents 10.20
Ratio of expenses to gross earnings :—	
Maintenance of ways and structures	Per cent. 17.80
Maintenance of equipment	18.89
Conducting transportation	55.78
General expenses	2.36
Rental of leased lines	1.68
<i>Details of Expenses per Train mileages.</i>	
Maintenance of ways and structures :—	
No. 1. Repairs of roadway	Cents 14.29
2. Renewals of rails .....	.75
3. Renewal of ties	2.92
4. Repairs and renewal of bridges and culverts	1.24
5. Repairs and renewal of fences, road crossings, &c. ....	.43
6. Repairs and renewals of buildings and fixtures	1.98
7. Repairs and renewals of docks and wharfs .....	.24
8. Repairs and renewals of telegraph .....	.02
9. Stationery and printing .....	.06
10. Other expenses .....	.07
11. Re superintendence	1.31
12. Repairs and renewals of locomotives	9.39
13. Repairs and renewals of passenger cars	3.29
14. " " freight cars	6.46
15. " " work cars .....	.27
16. " " marine equipment .....	.17
17. " " shop, machinery and tools	1.12
18. Stationery and printing .....	.16
19. Other expenses	1.10
Conducting transportation :—	
No. 20. Superintendence	1.67
21. Engine and roundhousemen	11.92
22. Fuel for locomotives	22.55
23. Water supply for locomotives .....	.94
24. Oil, tallow and waste for locomotives .....	.83
25. Other supplies for locomotives .....	.19
26. Train service	9.94
27. Train supplies and expenses	2.56
28. Switchmen, flagmen and watchmen	3.28
29. Telegraph expenses	2.55
30. Station service	8.39
31. Station supplies	1.55
33. Car per diem and mileage balance (credit)	3.03
34. Hire of equipment—balance .....	.18
35. Loss and damage	1.66
36. Injuries to persons .....	.05
37. Clearing wrecks .....	.31
38. Operating marine equipment .....	.60
39. Advertising .....	.62
40. Outside agencies .....	.87
42. Stock yards and elevators .....	.10
43. Rents for tracks, yards and terminals (credit)22
44. Rents of buildings and other properties03

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STATEMENT of Averages for nine months ending March 31, 1907—*Concluded.*

<i>Details of Expenses per Train Mileages—Concluded.</i>		
Conducting transportation :—		
No. 45. Stationery and printing.....	Cents	1 06
46. Other expenses.....	"	51
47. Salaries of general officers.....	"	22
48. Salaries of clerks and attendants.....	"	1 15
49. General office expenses and supplies.....	"	30
50. Insurance.....	"	16
51. Law expenses.....	"	32
52. Stationery and printing (general offices).....	"	24
53. Other expenses.....	"	52
Expenses per mile of railway :—		
Maintenance of ways and structure.....	Dollars	767 65
Maintenance of equipment.....	"	814 93
Conducting transportation.....	"	2,405 89
General expenses.....	"	101 85
Rental of leased lines.....	"	72 48
Expenses per train mile :—		
Maintenance of way and structure.....	Cents	21 94
Maintenance of equipment.....	"	23 29
Conducting transportation.....	"	68 75
General expenses.....	"	2 91
Rental of leased lines.....	"	2 07
		118 96

E. & O. E.
 MONCTON, N.B.

S. L. SHANNON,
Comptroller.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,
 MONCTON, N.B., July 8, 1907.

M. J. BUTLER, Esq., C.E.,
 Deputy Minister and Chief Engineer,
 Department of Railways and Canals,
 Ottawa, Ont.

DEAR MR BUTLER,—Herewith I send you the following statements in connection with the transactions of the last fiscal year :—

- Statement of receipts.
- Passenger statement.
- Freight statement.
- Descriptive statement of freight transported.
- Comparative statement of principal freight carried.
- Statement showing quantity of certain articles of freight carried.
- Statement of coal shipped.

The statement of ocean borne freight traffic and the statement of ocean borne passenger traffic will follow in the course of a few days.

Yours very truly,

D. POTTINGER.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT OF RECEIPTS.

Months.	Passenger Traffic.		Freight Traffic.		Mails and Sundries.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1906.								
July.....	293,790	24	433,971	79	32,616	36	760,378	39
August.....	329,876	32	455,258	03	28,013	55	804,147	90
September.....	296,864	95	436,981	87	29,050	01	762,896	83
October.....	232,419	78	499,401	26	30,436	83	762,257	87
November.....	171,014	43	489,697	97	30,741	42	691,453	82
December.....	178,437	97	452,639	89	30,101	10	661,178	96
1907.								
January.....	154,881	00	415,671	30	28,819	00	599,371	30
February.....	125,025	02	357,384	03	25,673	57	508,082	62
March.....	179,129	17	491,738	86	27,765	28	698,543	31
1906-7.....	1,952,438	88	4,032,745	00	263,127	12	6,248,311	00
1905-6.....	1,707,723	02	3,634,443	77	243,988	42	5,586,155	21

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.

PASSENGER STATEMENT.

Months.	LOCAL.		THROUGH.		TOTAL.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1906.						
July.....	279,823	13,015,750	28,479	4,461,274	308,302	17,476,844
August.....	283,371	12,215,523	33,666	5,876,587	322,037	18,092,110
September.....	268,409	12,775,683	28,367	4,950,991	296,776	17,726,674
October.....	201,757	8,770,717	27,617	4,293,425	229,374	13,064,142
November.....	173,724	5,833,231	17,253	3,026,539	190,977	8,859,776
December.....	188,716	7,219,203	17,611	3,550,368	206,327	10,769,571
1907.						
January.....	153,578	5,164,281	15,066	3,142,428	168,644	8,306,709
February.....	131,338	4,235,801	8,253	2,329,724	139,591	6,565,525
March.....	167,410	5,590,820	15,409	5,424,021	182,819	11,014,841
1906-7.....	1,853,126	74,820,829	191,721	37,055,357	2,044,847	111,876,186
1905-6.....	1,911,106	69,450,692	184,453	30,727,240	2,095,559	100,177,932

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON,
Comptroller and Treasurer.

7-8 EDWARD VII., A. 1908

INTERCOLONIAL RAILWAY.

FREIGHT STATEMENT.

Months.	LOCAL.		THROUGH.		TOTAL.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1906.						
July.....	220,551	38,282,143	65,992	30,443,404	286,573	68,725,547
August.....	216,824	41,293,164	68,754	33,800,089	285,578	75,102,253
September.....	211,551	37,014,578	67,725	33,152,123	279,276	70,166,701
October.....	242,258	39,933,903	74,438	40,420,172	316,696	80,354,075
November.....	243,748	38,515,269	78,532	42,705,679	322,280	81,220,948
December.....	213,827	42,689,449	74,495	42,317,169	290,322	85,006,618
1907.						
January.....	238,017	48,420,149	41,179	23,024,796	279,196	71,444,945
February.....	179,313	36,187,705	52,986	27,203,410	232,299	63,391,115
March.....	228,750	44,239,649	85,103	43,563,389	313,853	87,803,038
1906-7.....	1,996,869	366,576,009	609,204	316,639,231	2,606,073	683,215,240
1905-6.....	1,747,631	332,276,715	540,342	285,279,193	2,287,973	617,555,908

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.

DESCRIPTIVE Statement of Freight Transported during the Nine Months ended
March 31, 1907.

	Number.	Tons.
Barrels flour.....	1,531,140	153,114
Bushels grain.....	2,231,864	49,160
Live stock.....	97,381	15,815
Sup. feet lumber.....	452,602,703	627,743
Fuel.....		703,043
Manufactured goods.....		658,850
All other articles.....		398,348
Total.....		2,606,073

J. R. BRUCE,
Traffic Auditor.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT OF PRINCIPAL FREIGHT CARRIED OVER THE
INTERCOLONIAL RAILWAY.

Description.	Nine Months ended June 30, 1906.		Nine Months ended March 31, 1907.	
	Quantity.	Tons.	Quantity.	Tons.
<i>Live Stock.</i>				
Calves.....	No. 1,470	196	1,523	203
Horses.....	" 5,658	4,068	4,805	4,120
Cattle.....	" 13,023	6,657	13,359	7,125
Pigs.....	" 2,347	294	2,491	302
Sheep.....	" 72,435	3,915	75,203	4,065
<i>Products of the Forest.</i>				
Lumber.....	Sup. ft. 201,423,640	250,655	260,048,360	330,640
Logs.....	" 7,173,651	11,685	7,457,350	12,425
Timber, ship.....		3,389		3,620
Pulpwood.....		151,647		163,623
Pit props.....		20,617		21,617
Telegraph poles.....		2,479		3,122
Railway sleepers.....		28,483		29,496
Tan bark.....	Cords. 12,010	12,639	12,830	13,102
Firewood.....	" 38,241	66,303	38,510	67,563
Shingles.....	M. 437,819	51,318	468,077	52,593
Clapboards, laths, pillings.....	" 30,425	9,347	33,942	10,607
Hemlock extract.....	Brl. 4,676	1,161	5,512	1,382
<i>Mineral Products.</i>				
Coal.....		483,286		*635,480
Ore.....		50,023		51,607
Stone.....		99,199		106,840
Lime and cement.....		24,017		25,258
Brick.....		24,197		24,982
Sand.....		11,708		12,642
Iron, copper, bolts, scrap, castings.....		277,580		281,891
<i>Agricultural Products.</i>				
Flour.....	Brl. 1,171,690	117,169	1,220,350	122,035
Grain.....	" 2,270,400	49,519	2,231,864	49,160
Other mill products.....		28,449		31,079
Potatoes.....		19,045		14,268
All other vegetables.....		4,444		4,360
Butter and cheese.....		9,002		9,240
Eggs.....		1,753		1,886
Hay and straw.....		48,255		32,175
Apples.....		6,313		6,412
<i>Products of Fisheries.</i>				
Fish, salt.....		7,556		9,010
" fresh.....		7,948		9,502
" dried.....		2,422		2,466
" canned.....		2,859		3,650
Oysters.....	Brl. 1,566			1,352
Clams.....	" 2,118			3,650

*Includes coal shipped for use of Intercolonial Railway, since October, 1906, the charges on which are included in earnings. Previous to October, 1906, coal for use of Intercolonial Railway was carried as railway freight without charges.

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INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT OF PRINCIPAL FREIGHT, &C.—Continued.

Description.	Nine Months ended June 30, 1906.		Nine Months ended March 31, 1907.	
	Quantity.	Tons.	Quantity.	Tons.
<i>Miscellaneous.</i>				
Molasses		9,667		9,260
Sugar		37,180		41,092
Pork, salt.....		1,999		2,122
" fresh		2,334		2,486
Beef and other meats, salt.....		3,330		3,590
" " fresh.....		4,197		4,480
Hides and skins.....		4,553		4,893
Leather.....		6,942		7,223
All other articles.....		315,090		366,377
Total		2,287,973		2,606,073

J. R. BRUCE,
Traffic Auditor.

INTERCOLONIAL RAILWAY.

STATEMENT showing quantities of undermentioned articles carried over the I. C. R.
during nine months ended March 31, 1907.

Articles.	Via St. John.	Via Ste. Rosalie.	Via Montreal.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, west bound.....	Nil.	Nil.	394	14,671	15,065
Refined sugar, west bound.....	2,374	1,998	5,898	13,927	24,197
European freight, west bound.....	228	1,124	10,602	23,794	35,748
" east bound.....	208	260	5,320	* 86,683	92,471
Grain for shipment, east bound.....	Nil.	Nil.	Nil.	Nil.	Nil.
Fresh fish.....	3,712	320	2,882	7,400	14,314
Salt ".....	416	307	3,156	6,348	10,227
Coal from mines.....	3,252	1,737	2,808	624,833	632,630

* Includes 65,104 tons deals.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT of coal shipped from mines over I.C.R. during nine month ending March 31, 1907.

From	FOR THE WEST.			For Local Stations.	Total.
	Via St. John.	Via Ste. Rosalie.	Via Montreal.		
	Tons.	Tons.	Tons.	Tons.	Tons.
Albion.....				47,896	47,896
Stellarton.....	48	1,704	473	246,322	248,547
Westville.....				23,840	23,840
New Glasgow.....	3,204			61,167	64,371
Point Tupper.....			1,137	42,897	44,034
North Sydney.....			1,113	24,723	25,836
Sydney.....				5,770	5,770
Springhill Junction.....		33	85	86,242	86,360
Maccan.....				68,935	68,935
Norton.....				15,544	15,544
Adamsville.....				1,497	1,497
	3,252	1,737	2,808	624,833	632,630

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE SUPERINTENDENT OF MOTIVE POWER,

MONCTON, N.B., June 10, 1907.

SIR,—I have the honour to submit herewith the annual report of the operations of the motive power department for the nine months from July 1, 1906, to March 31, 1907.

I might add that the general condition of the rolling stock is good, with the exception of cars and locomotives condemned as shown in the attached report.

I am, sir,

Your obedient servant,

G. R. JOUGHINS,

Supt. of Motive Power, W.U.A.

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

INTERCOLONIAL RAILWAY.

OFFICE OF THE MECHANICAL ACCOUNTANT,

MONCTON, N.B., June 5, 1907.

SIR,—I beg to submit the following report of the operations of the mechanical department for the nine months ended March 31, 1907:—

A—Statement showing the number of locomotives and the various classes of cars.

B—Statement showing the mileage made and the coal, oil and waste consumed by locomotives.

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Also a summary of the principal work done in the locomotive and car shops at Moncton, and in the shops at Richmond and River du Loup.

During the year the following rolling stock was purchased on capital and on revenue accounts:—

On Capital—To increase the Equipment—

20 locomotives—consolidation type.

3 locomotives—switching.

115 Hopper cars—15 tons capacity.

On Revenue—To replace smaller type—

2 locomotives—switching.

The following cars were rebuilt in the shops at Moncton:—

9 box.

11 platform.

1 oil tank.

2 coal—20 tons.

50 platform cars were fitted with racks for carrying pulp wood.

211 60,000 lb. box cars were fitted with end doors for loading rails, making 579 cars in all fitted in the shops to the end of March.

The work of fitting side ladders to box cars was begun this year and 910 cars were fitted to the end of March.

The engine and boilers for three steam motor cars were begun in the Moncton shops and were well advanced at the end of March.

In consequence of the destruction of the car repair shops by fire at Moncton the work of repairing freight cars has been carried on with much difficulty as the work had to be done almost altogether out of doors.

Notwithstanding this the car repair work has been well kept up and the rolling stock generally has been maintained in efficient condition.

I have the honour to be, sir,

Your obedient servant,

J. J. WALKER.

Mechanical Accountant.

G. R. JOUGHINS, Esq.,
Superintendent of Motive Power,
Moncton, N.B.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Locomotives and the Various Classes of Cars on the Line on July 1, 1906, and March 31, 1907.

	Locomotives.	First Class Sleeping Cars.	Second Class Sleeping Cars.	Parlour Cars.	Dining Cars.	First Class Passenger Cars.	Second Class Passenger Cars.	Postal Smoking Cars.	Express and Baggage Cars.	Air Brake Instruction Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Pulpwood Cars.	Oil Tank Cars.	Hopper Cars.	Coal Cars (Gondolas).	Coal Cars (20 ton).	Stock Cars.	Auxiliary and Tool Cars.	Convertible Pump Cars.	Vans.	Total Cars.	Snow Ploughs.	Wing Ploughs.	Planges.	Rotary Steam Ploughs.	Double Track Ploughs.	Total Ploughs and Planges.	Steam Cranes.	Ballast Plough Cars.	
On hand serviceable July 1, 1906.....	341	40	38	9	8	131	95	34	58	1	5,941	104	2,788	25	919	17	462	9	114	21	130	117	11,452	53	20	25	2	2	102	8	2	
Condemned July 1, 1906.....	6	1	2	1	1	6	2	2	2	1	55	5	42	25	80	1	80	9	9	9	9	2	218	2	2	2	2	2	102	8	2	
Total equipment July 1, 1906.....	347	41	40	9	9	137	97	36	60	1	5,996	109	2,830	25	999	17	471	13	123	21	130	119	11,270	53	20	25	2	2	102	8	2	
Received to March 31 on capital account.....	25														115								115									
Changed from platform to pulpwood.....													50	50																		
	370	41	40	9	9	137	97	36	60	1	5,996	109	2,780	50	25	1,114	17	471	123	21	130	119	11,385	53	20	25	2	2	102	8	2	
Condemned July 1, 1906.....	6	1	2	1	1	6	2	2	2	1	55	5	42	25	80	1	80	9	9	9	9	2	218	2	2	2	2	2	102	8	2	
Condemned 9 months to March 31, 1907.....	2										48		35	1	45	1	4	4	4	4	4	6	114									
Replaced 9 months to March 31, 1907.....	8	1	2	1	1	6	4	3	3		103	5	77	1	125	1	13	9	9	9	8	302										
To be replaced.....	2										9		11	1	1		2	2	2	2	8	23										
Added serviceable and repairing.....	6	1	2	1	1	6	4	3	3		94	5	66		125	1	11	9	9	8	339											
	364	40	38	9	8	131	93	33	57	1	5,902	104	2,714	50	25	989	16	460	114	21	130	111	11,046	53	20	25	2	2	102	8	2	
Total equipment March 31, 1907.....	370	41	40	9	9	137	97	36	60	1	5,996	109	2,780	50	25	1,114	17	471	123	21	130	119	11,385	53	20	25	2	2	102	8	2	

J. J. WALKER,
Mechanical Accountant.

MONCTON, N.B., March 31, 1907.

7-8 EDWARD VII., A. 1907

INTERCOLONIAL RAILWAY.

STATEMENT of Mileage, and Coal, Oil and Waste consumed by the Locomotives for Nine Months ending March 31, 1907.

MONTHS.	CONSUMPTION.						AVERAGE CONSUMPTION PER 100 MILES.			
	Locomotive Mileage.	Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	
1906.										
July	788,459	34,153	13,680	32,583	19,471	9,703	1.73	4.13	2.47	
August	799,849	35,037	13,384	33,572	17,061	9,812	1.67	4.20	2.13	
September	790,230	32,384	11,523	28,781	18,251	10,359	1.65	4.11	2.61	
October	717,344	34,643	11,291	27,878	20,724	10,818	1.57	3.89	2.89	
November	685,910	34,733	11,449	27,255	19,264	11,199	1.65	3.92	2.77	
December	721,137	39,610	12,891	29,143	18,398	12,304	1.79	4.04	2.55	
1907.										
January	728,712	41,988	12,803	29,007	19,841	12,907	1.76	3.98	2.72	
February	638,113	36,727	11,030	25,099	23,070	12,892	1.73	3.93	3.62	
March	763,711	42,773	12,033	29,320	18,385	12,545	1.58	3.84	2.41	
	6,553,465	332,108	110,090	262,638	174,465	11,352	1.68	4.01	2.66	

J. J. WALKER,
Mechanical Accountant.

MONCTON, N.B., March 31, 1907.

SESSIONAL PAPER No. 20

The following work was done in the shops at Moncton:—

Locomotive Shops—

- 79 locomotives received general, 17 heavy, 10 light and 15 specific repairs.
- 2 new boilers, 1 new fire box, 1 inside fire box and 2 new half side sheets were made.
- 60 fire boxes were patched and 31 received heavy repairs.
- 13 new smoke box doors and rings were made.
- 14 smoke boxes were repaired.
- 698 new tubes were put in locomotive boilers.
- 12,465 tubes were pieced and put in locomotive boilers.
- 113 boilers were tested.
- 73 new locomotive stacks were made and 20 repaired.
- 69 ash pans were repaired.
- 2 new ash pans were built.
- 24 front ends were made.
- 2 new locomotive steel cabs were made.
- 1 new steel tender was built and the capacity of 2 tenders was increased.
- 5 new steel tender frames were made and 53 received heavy repairs.
- 37 sterlingworth trucks were repaired.
- 18 new cylinders and half saddles were bored and machined.
- 9,400 stay bolts were put in fire boxes.
- 10 new wooden cabs were made.
- 119 wooden tenders were repaired.
- 6 wooden tender frames were made.
- 40 pilots were made and 35 were applied.
- 130 driving wheels were re-tired.
- 106 engine truck wheels were re-tired.
- 92 tender truck wheels were re-tired.
- 410 car wheels were re-tired.
- 614 driving tires were turned.
- 476 engine truck tires were turned.
- 302 tender truck tires were turned.
- 374 car tires were turned.
- 54 engine truck axles were turned and fitted.
- 48 tender truck axles were turned and fitted.
- 54 crank pins were made.
- 377,700 bolts were threaded.
- 5,393 studs were screwed.
- 116,072 nuts were tapped.
- 104 engines and tenders were painted.
- 3 tenders were painted separately.

Blacksmith Shop—

- 1,454,914 pounds iron forgings, including 414,125 bolts, were made.
- 295,693 pounds steel forgings were made.

Brass Foundry—

- 33,977 pounds brass castings were made.
- 14,162 pounds antimonial lead was made.
- 14,968 pounds babbit metal was made.
- 736 sets metallic piston rod packing was made.
- 1,200 sets valve stem packing was made.
- 214,187 pounds brass bearings were made.

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Special work was done as follows:—

A large amount of work was done on store and shop orders for shops outside of Moncton and for other departments of the railway.

A large amount of work was done in repairing the plumbing at stations and dwelling houses along the line, and in connection with alterations to the general office building at Moncton.

Repairs were made to the ss. *Scotia* by men sent from Moncton shops.

150 rails were planed and drilled for the track department and a large amount of other work was done for that department.

4 engines were changed from Baldwin compound to simple cylinder.

All nettings on locomotives in the round houses along the line were examined and repaired.

20 water service boilers were tested.

1 new boiler was made for Halifax dredge and one for water service.

1 stationary boiler was repaired and tubed.

The following patterns were made and repaired:—

378 for iron malleable and steel castings.

90 for iron malleable and steel castings repaired.

440 for brass castings.

50 for brass castings repaired.

1 oil tank for saturating waste was made.

10 smoke jacks were built.

1 20-ft. smoke stack hood was made.

8 new coal buckets were made.

2 oil tanks on cars were repaired.

1 Buzz planer was repaired for the car shop.

6 planer vices were made.

The bulldozing machine was repaired.

1 hydraulic riveting machine was rebuilt.

The economizer and car shop boilers were thoroughly repaired and the car shop engine rebuilt.

1 new air hoist was made for Chaudière coal plant.

All the station stoves were overhauled and repaired from Moncton to St. Flavie, Moncton to St. John, Moncton to Sydney, Truro to Pictou, Truro to Halifax and over the branch lines.

The round-house and rest-house at Pirate harbour was fitted up with steam heating and plumbing.

A large number of locomotive and stationary boilers along the line were tested, reported on and repaired where required.

A large amount of work was done on the boilers and engines for the three steam motor cars being built in the shops.

In addition to the brass fixtures, mountings, &c., required for repairs and renewals at Moncton there was a large amount of brass turning and fitting done for outside shops and for other departments of the railway.

A boiler was fitted up and placed in the Pictou round-house for supplying heat and power.

The following new machines were received and set up:—

Brass moulding shop—

1 magnetic separator.

Brass turning shop—

1 metal saw.

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Blacksmith shop—

- 1 Champion hammer.
- 2 new bolt furnaces.
- 1 3-inch acme bolt header.

Turning shop—

- 1 new shaper.
- 1 boring machine.
- 1 small planer.
- 1 nut facing machine.
- 6 lathes.
- 1 drilling machine.
- 1 centering machine.
- 1 small nut tapper.
- 1 large nut tapper.
- 1 large screwing machine.
- 2 small screwing machines.

Motion shop—

- 2 new lathes.
- 1 centering machine
- 1 drilling machine.

Car shops—

The following cars were rebuilt to replace a similar number condemned :—
9 box, 2 gondolas, 11 platform, 1 tank.

The following rolling stock received heavy repairs :—

1 official, 6 parlor, 15 sleeping, 55 first-class, 54 second-class 15 postal, 28 baggage, 196 freight, 1 refrigerator, 7 wing ploughs, 20 vans, 1 auxiliary, 4 flangers, 1 tool car, 2 gondolas.

The following rolling stock received light repairs :—

5 parlour, 1 dining, 14 sleeping, 53 first-class, 39 second-class, 22 postal, 24 baggage, 22 vans, 5,449 freight, 2 wing snow ploughs, 2 common snow ploughs, 1 flanger.

The following rolling stock received medium repairs :—

1 baggage, 3 refrigerator, 4 vans.

The following cars were scraped, filled and varnished :—

1 sleeping, 1 first-class, 1 colonist.

The following cars were painted and varnished :—

13 first-class, 13 second-class, 3 postal, 3 baggage, 13 vans.

The following cars were cleaned and varnished :—

48 first-class, 32 second-class, 5 dining, 13 colonist, 17 baggage, 11 postal, 6 parlor, 12 sleeping.

The following cars were painted :—

140 box, 2 auxiliary, 18 gondolas, 17 vans. 132 platform, 9 tank, 3 boxed flangers, 6 hoppers, 6 snow ploughs and 6 box car bodies for rest-houses were also painted.

In addition to the regular work of the shops special work was done as follows :—

177 freight cars and 2 snow ploughs were fitted with air brakes.

97 freight cars were fitted with M.C.B. couplers.

107 wooden freight car trucks were made and applied.

106 new sides were put in freight cars.

3,040 new chilled wheels were pressed on axles.

1,914 second-hand chilled wheels were pressed on axles.

134 new steel wheels were pressed on axles.

368 second-hand steel wheels were pressed on axles.

1,311 steel wheels were turned.

6,904 wheels were taken off axles.

736 new axles were turned.

2,907 second-hand axles were turned.

1,950 side ladders were made for box cars.

50 pulp wood ears were raked and painted.

Material was got out for 211 end doors for box ears and was shipped to Sydney to be fitted to the ears at that place.

19 pulleys were made and set up.

Numerous articles were made and repaired for this department at Moneton and for outside shops, and a great deal of work was done for other departments of the railway on store orders, consisting in part of the following:—Desk stools, stands, shop trucks, ear wheel sleds, stock sleds, drafting boards, benches for staging, baggage sleds, work benches, sleds and ladders for fire department, cloak rooms, tool benches, brake beams, train safes, outfit boxes, window frames, cushions, mattresses, carts, baggage trucks, office easels, correspondence cases, cabinets, file easels, hand-car wheels, foot boards, wood pumps, easels for advertising department, tool boxes, step ladders, sashes, doors, elevator spouts, sign boards, desks, chairs, stretchers and cross arms.

In addition to the lumber prepared for repairs, &c., there was 403,277 feet milled on store orders.

Four box car tops were fitted up as rest houses, equipped with plumbing and upholstery, and shipped to the following stations:—Chaudiere, 2; Newcastle, 1; and Point Tupper, 1.

The following new machines were received and set up:—1 double cut-off saw, 1 planer, 1 grinder, 1 saw grinder.

Water Service.—This service has been maintained in efficient condition over the whole line.

The following work was done in the shops at Richmond:—12 locomotives received heavy, 2 medium, and *9 specific repairs, 12 fire boxes were patched, 9 boilers were re-tubed; 27 boilers were tested; 12 sets driving tires were turned off; 70 engine truck tires were turned off, 674 tender and car truck tires were turned off, 2 new engine truck wheels were applied; 23 new tender truck wheels were applied; 1 half side sheet sand 3 pilots were made and applied; 13 engines and tenders were painted; 12,050 bolts were forged; 38,680 bolts were screwed; 2,180 studs were screwed; 1,069 passenger and 3,980 freight ears were turned out of the shops repaired during the year and a great deal of work was done for the maintenance and traffic departments of this railway.

The offices at deep water terminus were fitted with steam heating from the grain elevator boilers.

The following new machines were received and set up in the shops:—1 36-inch standard engine lathe; 1 24-inch standard back-gear crank shaper; 1 36-inch upright drill press; 1 18-inch high speed lathe; 1 16-inch lathe.

The following work was done in the shops at River du Loup:—

15 locomotives received general, 3 medium and 12 specific repairs; 8 fire boxes were patched, 9 boilers were retubed, 43 boilers were tested, 128 driving tires were turned off, 74 engine truck tires were turned off, 212 tender truck tires were turned off, 15 engine truck wheels were re-tired, 10 tender truck wheels were re-tired, 1 new driving wheel was applied, 2 new engine truck wheels were applied, 1 main rod, 2 cabs, 21 pilots and 6 tender frames were made and put in service. 17 engines and tenders were painted, 5,057 bolts were forged, 22,652 bolts were screwed, 1,820 studs were screwed.

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Light repairs were made to a number of freight and passenger cars during the year and a large amount of work was done for the Maintenance and Traffic Department of this railway.

The five coal cranes received heavy repairs.

The following new machines were received and set up in the shops :—
1 36-inch standard engine lathe, 1 24-inch standard back geared crank shaper, 1 18-inch slotting machine, 1 36-inch upright drill press, 1 20-inch single belt high speed lathe, 1 18-inch brass finishing lathe, 1 24-inch drill press.

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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..	1.55	.....	.....	.....	.....	Campbellton.....
"	6..	11.45	26 Express....	A. Coates, foreman shunter..	Wm. Furze.....	86	St. John.....	
"	9..	10.30	83 " ..	Martin Daley.	A. H. Fryers.....	62	Moncton.	
"	10..	21.10	132 " ..	E. W. Hennessy.....	A. McGrath.....	27	Waverly.....	
"	8..	11.31	.....	Shunter.....	E. Roy.....	301	Chaudière Junction...
"	10	24.05	37 Express....	J. Card.....	D. McQuarrie.....	289	Richards Crossing....	
"	14..	7.15	33 " ..	A. McLellan.....	G. Anderson.....	337	Nigadoo.....	
"	16..	6.45	Work train	C. Audet.....	E. Thomas.....	308	Salmon Lake.....
"	16..	10.08	201 Express....	C. J. Rhodes.....	R. McDonald.....	164	Londonderry.....	
"	20..	18.20	138 " ..	H. G. Thompson.....	J. J. Irvine.....	17	St. John.....	
"	23..	7K	.....	.....	.....	.....	Truro.....
"	24..	21.11	9 Express....	Geo. A. Chesley.....	C. Saunders.....	147	Windsor Jct.....	
"	23..	9.30	16 " ..	Thos. Coffey.....	W. Carson.....	342	Roberts Crossing....	
Aug.	1..	23.25	Shunter....	W. A. Warman.....	T. McBeath.....	328	Derby Jct.....
"	3..	9K	" ..	D. S. Halliday.....	H. Cummings.....	287	Stellarton.....
"	9..	2.15	75 Freight....	T. Levesque.....	Geo. Begin.....	125	Montreal.....	
"	11..	21K	Shunter....	J. Quinn.....	176	Rivière du Loup.....
"	15..	.....	.....	.....	.....	.....	Lévis.....
"	16..	13.47	4 Express....	H. B. Gordon.....	F. Probert.....	58	Moncton.....	
"	18..	13.55	Special....	R. Doyle.....	J. Kelly.....	145	Londonderry.....
"	18..	9K	" ..	N. Hetu.....	E. Roy.....	91	Pt. Lévis.....
"	22..	9.47	45 Express....	T. Dumond.....	F. Cloutier.....	93	Lévis.....	
"	22..	18.20	152 " ..	J. Wilson.....	O. Gagnon.....	1	Trois Pistoles.....	
"	22..	15.35	34 " ..	John Berry.....	J. Clarke.....	334	Windsor Jct.....	
"	24..	7.35	152 " ..	M. Marchessault.....	Geo. Findlay.....	200	Point St. Charles.....	
"	25..	24.10	Spl. Freight....	N. Serois.....	P. Guay.....	300	Montmagny.....	
"	31..	14.10	147 " ..	V. Roy.....	J. Dussault.....	183	St. Perpetue.....	
Sept.	1..	8.25	39 " ..	D. Sweeney.....	A. Russell.....	305	Gloucester Jct.....	
"	3..	6.45	78 " ..	J. F. Kelly.....	J. S. Campbell.....	66	Trenton.....	
"	3..	22.20	.....	.....	C. P. R.	57	St. John.....
"	4..	8.20	150 Express....	L. Proulx.....	J. Quinn.....	74	St. Charles Jct.....	
"	11..	20.30	134 " ..	W. H. Wilbur.....	W. J. Coffey.....	239	Penobsquis.....	
"	14..	.....	.....	.....	.....	.....	Richmond.....
"	21..	23.30	S5 Express....	Jas. Craigie.....	A. McLeod.....	153	Iona.....	
"	24..	15.25	Spl. Freight....	R. W. Aclard.....	O. Gilker.....	297	Sayabec.....	
"	29..	19K	S4 Express....	E. Thompson.....	J. Brownell.....	62	Memramcook.....	

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RAILWAY.

line of the Intercolonial Railway during the year ended June 30, 1906.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Paul Allard.....	Employee.....	While icing car No. 9582 fell from top of car.....	Both ankles injured..	
Albert Coates.....	".....	While coupling cars.....	Fingers smashed....	
Anthony Landry.....	Neither.....	Walking on track and was struck by train.	Seriously injured. .	
George Bainsfield.....	Passenger.....	Fell off moving train.....	Badly shaken up and scalp wound.	
J. H. Lawlor.....	Employee.....	While uncoupling moving cars fell between cars.	Fatal.....	Accidental.
Wm. F. Dobson.....	Neither.....	Struck by train while crossing over track in team.	Leg broken.....	
M. Ahern.....	Employee.....	Train struck hand car on which he was standing.....	Not serious.....	
C. Audet.....	".....	Cars parted and then came together, throwing him against stove.	Head badly injured .	
J. Mason.....	".....	Tried to get shovel which had been left on track, it was struck and thrown against him.	Arm broken.....	
Frank S. Rogers.....	Passenger.....	Arm out of open window and was struck by something.	Arm broken in two places.	
M. A. McLean.....	Neither.....	Horse shied at cars near crossing and struck telegraph pole, man thrown out of carriage.	Not serious.....	
H. Bowers.....	".....	Stealing a ride and fell off front of baggage car.	Badly cut about the head..	
S. Waugh.....	".....	Struck by train while driving over public crossing.	Fatal.....	Accidental.
R. Howard.....	Employee.....	While shunting he slipped.....	Knee sprained.....	
W. J. Beniot.....	".....	Fell off cars and was run over....	Fatal.....	No inquest.
P. Sirois.....	".....	{ Collision with cars foul of } main line, engine and four } cars left track.	Slight injuries.....	
E. Barras.....				
Geo. Begin.....				
C. Thibault.....	Neither.....	Attempted to cross in front of engine.	One leg taken off..	
Honore Leberge.....	Neither.....	Found on track with arms and legs cut off.	Fatal.....	Found dead.
Patrick LeBlanc.....	Passenger.....	Fell off moving train.....	Left foot quite badly cut.	
Wm. Layton.....	Employee.....	Slipped while stepping off pilot of engine, foot run over.	Left foot badly injured.	
P. Boulanger.....	".....	Fell between cars.....	Slight injuries.....	
Simon Viger.....	Neither.....	Struck by train while walking close to track.	Slight injuries.....	
Emile Rioux (boy).....	".....	Walking on track.....	Fatal.....	Accidental.
Hugh McCaskill.....	Employee.....	On track and was struck by train..	Badly injured.....	
Alph. Guilmet.....	Neither.....	Walking close to track, struck by train.	Slightly injured... .	
P. Michaud.....	Employee.....	Collision with engine No. 98.....	Slightly injured.	
Fred. L'Hebreaux.....	".....	While shunting.....	Head slightly injured.	
Josh. Ambert.....	".....	While shunting slipped and fell .	Shoulder dislocated.	
Leon Godin.....	".....	Foot caught while coupling.....	Foot badly hurt....	
P. Gosbey.....	Neither.....	While lying on the track intoxicated, arm run over and other injuries.	Fatal.....	No inquest.
James Ruhlin.....	Neither.....	While lying on the track intoxicated, arm run over and other injuries.	Fatal.....	No inquest.
J. Quinn.....	Employee.....	Collision with freight train No. 50.	Fatal.....	Accidental.
Mrs. J. W. Colpitts....	Passenger.....	Jumped off train while in motion.	Rather seriously injured.	
Chas. Farrell.....	Neither.....	Supposed to have committed suicide by allowing train to run over him.	Fatal.....	No inquest.
A. McLeod.....	Employee.....	Train left track at switch.....	Badly scalded.....	
E. Dupont.....	".....	While coupling cars.....	Fingers jammed....	
Wm. Belliveau (boy)...	Neither.....	Driving over public crossing and was struck by train.	Fatal.....	No inquest.

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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.							
Oct. 6.	11.00	Sub.	"	A. Bonneau.....	A. Halle.....	174	Pt. Lévis.....
" 8.	19.30	72	Mixed.....	E. L. Watts.....	F. G. Scott.....	114	Dalhousie Jet.....
" 9.	10.00	Spl.	Freight....	B. Sears.....	J. King.....	305	Gloucester Jet.....
" 10.	9.30	201	Express....	J. A. Gillespie.....	R. McDonald.....	164	Oil Siding, near Truro.
" 13.	17.25	Spl.	Freight....	C. A. Whooten.....	W. H. McKinnon.....	146	Wallace, N.S.
" 19.	23.25	"	"	E. Morin.....	F. Goddard.....	206	St. Leonard.....
" 20.	6.36	6	"	H. B. Gordon.....	F. Probert.....	241	St. John.....
" 23.	17.34	33	Express....	A. Lagace.....	L. Dutil.....	46	Ste. Rosalie.....
" 24.	18.10	Spl.	Freight....	L. Begin.....	A. Roberge.....	172	Laurier.....
" 26.							Spring Hill Jet.....
" 30.	11.15				J. Guay.....	196	Chaudiere Jet.....
" 30.	11K	Spl.	Freight....	E. K. O'Brien.....	L. Turpinat.....	158	Murrays Siding.....
Nov. 6.	16K	153	Express....	L. Proulx.....	D. Charrier.....	71	Paradis Mills, Lévis...
" 16.	18.15		Shunter....	W. Hinch.....	Geo. Currie.....	89	Halifax.....
" 18.	23.25	Spl.	Freight....	C. Audet.....	J. McNaughton.....	312	4 miles west St. Moise.
" 27.	4.35	33	Express....	P. E. Heine.....	J. C. Morton.....	333	Campbellton.....
" 30.							Grand Narrows.....
" 30.							Campbellton.....
Dec. 3.	18.50	37	Freight....	W. W. Irving.....	D. McQuarrie.....	313	Red Pine.....
" 4.	9.25	S3	Express....	J. Hughes.....	A. Cook.....	115	Amherst.....
" 7.	23.50	26	"	A. Rainnie.....	John Ross.....	234	Rockingham.....
" 8.	8.10		Shunter....	J. Jackson.....	John Walsh.....	288	Halifax.....
" 10.	21.15				Alex. Grant.....	19	Mulgrave.....
" 12.	9.05	S3	Express....	J. Coffey.....	J. Brownell.....	58	Frosty Hollow.....
" 14.	16.45	H&S W No. 1	Special....	Wm. Foster.....	Jas. McPherson.....	78	Halifax.....
" 16.	11.15	Spl.	Freight....	J. F. Lamkie.....	G. Miller.....	347	Newcastle.....
" 18.	9.00	152	Express....	M. Marchessault.....	Geo. Findlay.....	199	St. Hyacinthe.....
" 18.	7.00	Spl.	Freight....	S. A. McKay.....	J. S. Baxter.....	137	River John.....
" 23.	16.30	34	Express....	W. A. Mitchell.....	L. Dutil.....	74	St. Hyacinthe.....
" 25.	13.20	42	Freight....	J. B. Dubé.....	E. B. Price.....	299	Causapscaal.....
Jan. 12.							Montmagny.....
" 20.							St. Jean Port Joli.....
" 22.	12.30	Spl.	Freight....	I. L. Barnhill.....	M. White.....	143	Londonderry.....
" 24.	9.10	76	"	A. E. Logan.....	J. Belleau.....	2	Mitchell.....
" 29.	14.30	19	Express....	N. Pushie.....	A. Henderson.....	6	Between Tracadie and Monastery.
" 29.	17.20	34	"	A. B. Vance.....	Jas. Clarke.....	237	Near Windsor Jct....
Feb. 1.	9.30	Spl.	Freight....	W. J. Ellis.....	B. Johnson.....	44	Valley.....

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RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1906—*Continue.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.	
Oct. Veilleux.....	Employee....	Collision with G.T.R. pilot engine..	Fatal.....	Negligence of employees of I. C.R. and G.T.R.	
O. Halle.....					Slightly injured...
A. Bonneau.....					
M. J. Gallant.....	"	While shunting was struck by engine.	Badly bruised and scalp wound.		
L. McLanson.....	"	Slipped out of van door while giving signals to driver.	Lip cut and wrist sprained.		
Alex. McLeod.....	Neither.....	Struck by train while removing piece of deal from off the track.	Fatal.....	Accidental.	
T. C. Falconer.....	Employee.....	While coupling cars got caught between draw bars.	Hip bone fractured.		
V. R. Blanchard.....	" "	Collision with Salibert's freight special train.....	Arm broken and head cut.	Slightly injured.	
N. Henderson.....					
J. Lambert.....					
John O'Neil.....	"	Crawling under car and train started.	Foot cut off.....		
Virginie Langelier.....	Neither.....	While walking on track was struck by train.	Fatal.....	Accidental.	
Eddy Tweedle.....	Employee.....	Tube burst in fire box of engine..	Face burned.....		
P. A. Gillis.....	"	While loading baggage trunk fell on him.	Leg severely injured.		
B. Lemieux.....	"	While repairing cars, was run over by cars which were being shunted.	Fatal.....	Open verdict.	
John Taylor.....	"	Fell off car while shunting.....	Head cut and side injured.		
Thos. Lemieux.....	Neither.....	While walking on track was struck by train.	Two ribs broken and head injured.		
Thos. Brown.....	"	Found dead on track. Supposed to have been run over by shunter.	Fatal.....	No inquest.	
F. H. Dubé.....	Employee.....	Train broke apart and cars collided.	Injured about face.		
Geo. McMaster.....	Neither.....	Struck by train on public crossing.	Seriously injured ...		
M. B. McDonald.....	Employee.....	Blown from draw bridge.....	Body not recovered.		
Harry Henry.....	Neither.....	Struck by engine while walking in Campbellton yard.	Foot injured.....		
D. McQuarrie.....	Employee.....	Engine ran off track and turned on her side.	Hands and face scalded.		
F. White.....	"	Struck by train while walking on track.	Fatal.....	Accidental.	
Benj. Smith.....	Passenger.....	Fell off moving train.....	Fatal.....	No inquest.	
J. B. Pickrein.....	Employee.....	Fell from roof of D.A.R. car to the ground.	Seriously shaken and both wrists sprained.		
Angus Keay.....	"	While putting No. 85 train on ferry steamer 'Scotia' was caught and squeezed.	Collar bone broken..		
Frank Birch (deaf mute)	Neither.....	While walking on track was struck by train.	Fatal.....	No inquest.	
Wm. Jones.....	Employee.....	While walking on track was struck by train.	Fatal.....	Fireman of H. & S. W. blamed for not keeping better look out.	
J. F. Lamkie.....	"	Slipped while uncoupling engine from train.	Hand crushed.....		
Harry Dowlegan.....	Neither.....	While attempting to steal a ride fell under cars.	Fatal.....	Accidental.	
D. S. Munro.....	Employee.....	While coupling cars.....	Hand crushed.....		
Antoine Paradis.....	"	Struck by train while crossing track.	Seriously injured....		
H. Garon.....	Neither.....	Struck by train while walking on track.	Not serious.....		
Aug. Lemieux.....	Neither.....	Found dead on track.....	Fatal.....	Accidental.	
L. Morneau.....	"	Found dead on track.....	Fatal.....	Accidental.	
J. H. Biswaieger.....	Employee.....	While shunting foot got caught under snow plow.	Foot injured.		
R. Ruel.....	"	Tubes burst in fire box.....	Badly scalded.....		
P. Lemieux.....	"	"	Slightly scalded....		
Mrs. Grant.....	Passenger.....	Jumped from moving train.....	Not serious.....		
R. Atkinson.....					
Jas. Johnson.....	Employee.....	While coupling cars.....	Ankle fractured....		
			One finger crushed...		

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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.							
Feb. 5..	11.50		Spl. Work train	J. F. Doyle.....	H. Cameron.....	225	2½ miles west Beaver Brook.
Feb. 11..	23.00		Shunter....	L. Walsh.....	J. Day.....	210	Halifax.....
" 13..	10.15	2	Express....	Jas. Millican.....	T. W. Prince.....	148	Moncton.....
" 22..	9.20				T. Edwards.....	309	Truro.....
" 27..	1.45	9	Express....	E. Thompson.....	J. Wall.....	237	Brookfield.....
		26	"	T. Guinan.....	J. Flavin.....	317	"
March 8..	12.50	Pl'w	Special....	J. E. McLellan.....	Benj. Titus.....	296	Near Boisdale.....
" 8..	14.50	"	"	J. B. LeBel.....	Neil McMullen.....	202	"
" 10..	7.25	39	Freight....	C. McDougall.....	O. Gagnon.....	214	Near Harlaka Jet.....
" 13..	19.30	102	Mixed.....	A. A. McNeil.....	S. Thomas.....	310	Newcastle.....
" 14..	14.50	Spl.	Freight....	J. H. Pushie.....	J. Gallivan.....	154	Barachois.....
" 15..	22K		Shunter....	J. H. Pushie.....	Chas. Wilson.....	161	Near Sydney.....
" 17..	24K		"	L. Walsh.....	J. Day.....	210	Halifax.....
" 19..	10.30				J. McLean.....	288	Richmond.....
" 21..	11.00				J. Dussault.....	301	Chaudière Jet.....
" 21..	20.30				C. Wilson.....	170	Sydney.....
" 21..	20.30				A. Fogo.....	349	"
" 21..	20.30				Saml. Stewart.....	61	Truro.....
" 27..	12.50		Shunter....		C. Skinner.....	205	Halifax.....
" 28..	1.40	Spl.	Freight....	A. Arcand.....	O. Rossignol.....	260	Isle Verte.....
" 28..	23.15		Shunter....		J. Kelly.....	105	Truro.....
" 29..	1K	Spl.	Freight....	C. B. Clarke.....	G. A. Stone.....	277	Hampton.....
" 30..	13.28	34	Express....	F. Derouin.....	J. Bruce.....	74	Ste. Rosalie.....
					J. Lacroix.....	102	"

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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.
D. Thibadcau.....	"	Collided with Scars' west bound special.	Fatal.....	Accidental.
W. Stuart.....	Passenger.....	"	Seriously injured....	
Chas. LeBrenton.....	"	"	"	
John McDonald.....	"	"	Slightly	"
Wilfred Toucher.....	"	"	"	"
Wm. McRae.....	"	"	"	"
Geo. Campbell.....	"	"	"	"
Thomas Norton.....	"	"	"	"
Wm. Kitchen.....	"	"	"	"
Chas. Kenton.....	"	"	"	"
John Fagan.....	"	"	"	"
Howard Jeffries.....	"	"	"	"
James McDonald.....	"	"	"	"
Wm. Gallant.....	"	"	"	"
James Gardiner.....	"	"	"	"
Ed. Benson.....	"	"	"	"
E. Astles.....	"	"	"	"
Andrew Walls.....	"	"	"	"
Wm. Allison.....	"	"	"	"
Wm. Galley.....	"	"	"	"
Andrew Cobb.....	"	"	"	"
Wm. Coundron.....	"	"	"	"
Wm. Black.....	"	"	Seriously	"
John McCollum.....	"	"	"	"
A. Witzell.....	"	"	Slightly	"
Chas. McLellan.....	"	"	Seriously	"
Thos. Halloran.....	"	"	Slightly	"
James Wright.....	"	"	"	"
Wm. Fagan.....	"	"	"	"
Harry Levi.....	Employee.....	While shunting fell from top of box car.	Severely injured....	
B. F. McKinnon.....	"	Struck by step of engine.....	Leg badly bruised..	
Geo. Cameron.....	"	Struck by engine while walking on track.	Foot injured and collar bone broken.	
J. Flavin.....	" {	Collision between Nos. 26 and 9 trains caused by No. 26 over-running crossing station.	Fatal.....	Accidental
L. Hill.....				
S. C. Keith.....				
Wm. Latimere.....	"	"	Slight injuries.....	
E. A. Hartlen.....	P. O. clerk.....	"	"	"
Thos. O'Reily.....	"	"	"	"
E. F. Hefler.....	Passenger.....	"	"	"
G. Cook.....	"	"	"	"
A. J. McDonald.....	Employee.....	Struck by train.....	Leg broken.....	
Bouchard.....	Neither.....	Lying along side of track and was struck by plow.	Not serious.....	
Geo. Dixon.....	Employee.....	While coupling cars.....	Fingers jammed....	
R. Nicholson.....	Passenger.....	Train broke in two and parts collided.	Slight injuries.....	
M. McNeil.....	"	"	"	"
John McDonald.....	"	"	"	"
Mike McMullin.....	Neither.....	Struck by train while walking on track.	Fatal.....	Accidental.
H. Simmons.....	Employee.....	Fell from top of box car.....	Seriously injured....	
Richd. Stuart.....	"	While shunting got caught between cars.	Collar bone broken.	
Albert Carrier.....	"	While coupling cars.....	Hand jammed.....	
Wm. Calhoun.....	"	While engine 170 was running from shop to coal shed collided with shunting engine.	Slightly injured....	
D. McKenzie.....	"	"	"	"
J. O. Davison.....	"	While stepping off snow plow foot got caught.	Foot badly injured..	
Pat. Scallion (boy)....	Neither.....	Riding on flat car lost his balance falling under wheels.	Fatal.....	No inquest.
O. Rossignol.....	Employee.....	Struck by No. 76 train while working about his engine in siding.	Fatal.....	Accidental.
R. K. Livingstone.....	Neither.....	Struck by cars while crossing track	Fatal.....	Accidental.
H. B. Wood.....	Employee.....	Knee caught between car and piece of deal.	Slightly injured....	
Xavier Breault.....	Neither.....	Struck on public crossing while driving in front of moving train.	Not serious.....	

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WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N.B., July 2, 1907.

Sir,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the fiscal period of nine months ended March 31, 1907.

- No. 1. Revenue account.
 2. Maintenance of way and structures.
 3. General balance.
 4. Statements of earnings.

I also send you the report of the engineer of maintenance on the condition of the permanent way and works.

This line, 32 miles in length, was operated during the year by the Dominion Atlantic Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the government, the latter maintaining the line.

The gross earnings show an increase of \$5,677.89 compared with the corresponding period of the previous year, as follows :—

Earnings, 1906-07 (9 months)	\$	45,440	52
Earnings, 1905-06 (9 months)		39,762	63
		<hr/>	
Increase (9 months)	\$	5,677	89
		<hr/> <hr/>	

The increase was in freight traffic and in passenger traffic. There was a slight decrease in mails and sundries.

The net earnings for the nine months period were \$30,015.20.

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, Govt. Rys.

M. J. BUTLER, Esq., C.E.,
 Deputy Minister and Chief Engineer,
 Department of Railways and Canals,
 Ottawa, Ont.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, 9 MONTHS, ENDING MARCH 31, 1907.

Expenditure.	§ cts.		Earnings.	§ cts.	
	§	cts.		§	cts.
Maintenance of way and structures	15,425	32	Passenger	12,199	42
Balance	30,015	20	Freight earnings	32,379	98
			Mail earnings	861	12
	45,440	52		45,440	52

E. and O. E.,
 MONCTON, N.B.

S. L. SHANNON,
Comptroller

SESSIONAL PAPER No. 20

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE OF WAY AND STRUCTURES, 9 months, ended March 31, 1907.

	\$	cts.
Repairs of roadway.....	9,585	83
Renewals of rails.....	935	17
Renewals of ties.....	2,541	22
Repairs and renewals of bridges and culverts.....	334	18
Repairs and renewals of fences, road crossings, signs and cattle-guards.....	424	80
Repairs and renewals of buildings and fixtures.....	1,604	12
	15,425	32

E. and O. E.,
MONCTON, N.B.S. L. SHANNON,
Comptroller.

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL BALANCE, 9 months, ended March 31, 1907.

DR.	\$	cts.	CR.	\$	cts.
To stores department.....	9,636	70	By Dominion account.....	9,772	03
Dominion Atlantic Railway.....	135	33			
	9,772	03		9,772	03

E. and O. E.,
MONCTON, N.B.,S. L. SHANNON,
Comptroller.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT OF RECEIPTS—ONE-THIRD EARNINGS.

Month.		Passenger Earnings.	Freight Earnings.	Mail Earnings	Totals.
		\$	cts.	\$	cts.
July	1906.....	1,721	85	2,157	66
August	".....	1,980	44	2,350	90
September	".....	2,989	69	3,332	17
October	".....	1,846	96	4,468	77
November	".....	983	30	96	91
December	".....	773	64	4,948	55
January	1907.....	3,076	89	96	91
February	".....	609	10	96	90
March	".....	486	73	94	46
		807	71	94	45
		12,199	42	32,379	98
				861	12
					45,440
					52

E. and O. E.,
MONCTON, N.B.,S. L. SHANNON,
Comptroller.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., May 31, 1907.

SIR,—I have the honour to submit herewith the report of the maintenance of the Windsor branch during the nine months, July 1, 1906, to March 31, 1907.

TRACK.

During the past year 17,594 feet of 4-inch, 4½-inch and 4¾-inch rails were taken out of track, and the same quantity of 4¼-inch and 4½-inch rails re-laid.

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TIES.

8,062 ordinary ties and 7 sets of switch ties were renewed during the year.

BALLASTING.

During the year 212 cubic yards of ballast were distributed and put under.

SWITCHES AND SEMAPHORES.

During the year necessary repairs were made to switches and semaphores. One new switch was installed and four old switches replaced by new. During the year one new telegraph signal was put in at Windsor.

FENCING.

During the year 40 rods of woven wire fence were built by our own men. Necessary repairs were made to existing fences.

BUILDINGS AND PLATFORMS.

Repairs.

Windsor,	Platform.
Windsor,	Station.
Mount Uniacke,	Platform.
Mount Uniacke,	Station.
Beaver Bank,	Platform.
Beaver Bank,	Station.
Ellershous,	Platform.
Ellershous,	Station.
Newport,	Platform.
South Uniacke,	Platform.
Windsor Junction,	Freight shed.
Windsor Junction,	Platform.

BRIDGES AND CULVERTS.

Repairs.

Windsor,	Culvert.
Mount Uniacke, 1½ miles east of	Bridge.
Ellershous,	Culvert.
St. Croix, near Ellershous,	Bridge.
Newport,	Culvert.
Windsor Junction,	Culvert.
Newport, ½ mile east of	Culvert.

GENERAL.

Necessary 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 required.

Semaphores and signals were painted when required.

Necessary repairs were made to hand-cars, trollies and wheelbarrows throughout the line.

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 Railways,
Moncton, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N.B., July 2, 1907.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway for the fiscal period of nine months ended March 31, 1907.

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, 1906, was 261.3 miles. On July 1, 1906, the line of railway known as the Montague branch, extending from Montague Junction to Montague, 6.2 miles in length, was opened for traffic, making a total mileage in operation on March 31, 1907, of 267.5 miles.

The expenditure on capital account during the period was \$91,710.52.

This makes the total cost of the railway on March 31, 1907, \$7,307,299.21. Of the expenditure during the period \$70,316 was on account of increased accommodation at Charlottetown, where a commodious and modern passenger station with office accommodation for the staff was provided.

The working expenses for the nine months were \$283,148 50

The gross earnings were 215,434 97

Difference \$ 67,713 53

The gross earnings for the nine months period show an increase of \$25,991.66 over the corresponding period of last year, the increase being in both passenger and freight traffic, and also in mails and sundries.

There was an increase of \$65,335.76 in the working expenses compared with the corresponding period of 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., June 15, 1907.

DEAR SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1907.

To increase accommodation at Charlottetown—

A new station was provided. Plans and specifications were prepared, tenders called and contract let for a freight car repair shop and erecting shop. The work of construction is well advanced.

Murray Harbour Branch and Hillsborough Bridge—

Under this vote the contractor for the transportation and erection of the spans for the Hillsborough bridge was paid \$2,284.61 for additional work.

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Shelters and Platforms—

Shelters and platforms were provided at Village Green, Glencoe and Wilmot on the Murray Harbour Branch.

Improvements at Summerside—

A three-stall engine house was provided.

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., May 15, 1907.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island Railway, for the fiscal period of nine months ended March 31, 1907 :—

I also inclose the report of the Mechanical Superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper :—

- No. 1. Capital account.
2. Revenue account.
3. Locomotive power.
4. Car expenses.
5. Maintenance of ways and works.
6. Station expenses.
7. General charges.
8. General stores account.
9. General balance.
10. Comparative statement of averages.
 - A. Monthly statement of the cost of locomotive power.
 - B. Statement of performance and consumption of locomotives.
 - C. Monthly statement of car mileage.
 - D. Statement 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, 1906, was 261·3 miles. The Montague branch was opened for traffic on July 1, 1906, the mileage of which is 6·2, making the total mileage of railway in operation on March 31, 1907, 267·5 miles.

CAPITAL ACCOUNT.

The total expenditure to June 30, 1906, was	\$7,215,588 69
The additions during the year were as follows :—	
Rolling stock	11,342 74
New machinery	4,725 15
Increased accommodation at Charlottetown	70,316 00
Murray Harbour branch and Hillsborough bridge	2,397 59
Shelters and platforms	931 03
Improvements at Summerside	1,998 01
	<u>\$7,307,299 21</u>

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Rolling stock—

Fifteen box cars were built by the mechanical department.

New machinery—

One cut-off saw, one mortise and boring machine, one band saw, and one engine lathe were purchased.

Increased accommodation at Charlottetown.—A new station was built, and a new car shop was commenced under contract awarded to Mr. E. A. Wallberg.

Murray Harbour branch and Hillsborough bridge.—This amount was to settle the claim of the contractors for the transportation and erection of the spans for the bridge. The claim was \$18,366.11 and the amount allowed and paid was \$2,284.61.

Shelters and platforms.—Shelters and platforms were provided at Village Green, Glencoe, and Wilmot on the Murray Harbour branch.

Improvements at Summerside.—This amount was used for the completion of the engine-house, which was finished within the year.

REVENUE ACCOUNT.

The earnings show a very gratifying increase, notwithstanding the crops were below the average and the winter a very severe one.

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

Gross earnings.	\$ 215,434 97
Working expenses.	283,148 50
Difference.	\$ 67,713 53

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

In 1905-06.	\$ 189,443 31
1906-07.	215,434 97
Increase.	\$ 25,991 66

The earnings from passenger traffic compare as follows :—

In 1905-06.	\$ 88,676 14
1906-07.	97,750 52
Increase.	\$ 9,074 38

The earnings from freight traffic compare as follows :—

In 1905-06.	\$ 83,499 56
1906-07.	98,657 07
Increase.	\$ 15,157 51

The earnings from mails and sundries compare as follows :—

In 1905-06.	\$ 17,267 61
1906-07.	19,027 38
Increase.	\$ 1,759 77

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The number of passengers carried compare as follows:—

	Number.
In 1905-06... ..	187,402
1906-07... ..	232,371
	<hr/>
Increase... ..	44,969
	<hr/> <hr/>

The weight of freight carried compares as follows:—

	Tons.
In 1905-06... ..	63,647
1906-07... ..	67,144
	<hr/>
Increase... ..	3,497
	<hr/> <hr/>

WORKING EXPENSES.

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

In 1905-06... ..	\$217,812 74
1906-07... ..	283,148 50
	<hr/>
Increase... ..	\$65,335 76
	<hr/> <hr/>

The averages compare with the previous year as follows:—

Per mile run by locomotives.	
In 1905-06... ..	66·77
1906-07... ..	82·30
Per mile run by trains.	
In 1905-06... ..	92·24
1906-07... ..	112·23
Expenditure per mile of railway.	
In 1905-06... ..	\$ 915 18
1906-07... ..	1,060 48

TRACK.

Twelve thousand eight hundred and seventeen railway ties, 38 sets switch ties, and 40 switch head-blocks with frames were renewed.

Eight hundred cull ties were used in yards and sidings.

Seven hundred and forty-four feet of track on wharf at Alberton were laid with 56-lb. rails to replace old iron rails, and three new steel frogs and three sets switch gear were put in to replace worn out switch gear. Twenty-seven hundred feet of track were relaid in Summerside yard with 50-lb. steel rails, and nine new sets switch gear put in, in connection with yard improvements. Seven hundred and five feet of main line track were lined from one foot to eight feet. Eighteen hundred feet of new track were laid with 56-lb. steel rails from Wye on Murray Harbour branch to station, to allow trains on branch to come under the semaphore at Charlottetown, and one steel frog and a new set of switch gear were put in. Six hundred feet of 56-lb. steel rails were laid in Souris yard, and a new frog and a set of switch gear put in. On Montague branch four miles of track were lined from three to twenty inches, and three miles lifted and ballasted; all ties were spaced, and 500 extra ties put in.

Nine hand cars received general repairs, and three new lorries were built.

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SIDINGS.

At Bloomfield 384 feet of 56-lb. steel rails were laid in siding to replace old iron rails.

At Summerside a new siding, 450 feet, was put in.

At Hunter river 168 feet 56-lb. steel rails were laid in siding to replace old iron rails.

At Kensington new sidings, 435 feet, were laid with 56-lb. steel rails.

At Georgetown the engine house siding was extended 80 feet.

At Charlottetown 100 feet of spur siding were put in for machine shop to run engine tenders on.

At Murray harbour, 3,100 feet of new sidings were laid in yard with 56-lb. steel rails, and eight new frogs and eight sets gear put in.

FENCING.

There were 43,847 feet Page wire fence erected on new cedar posts; 12,453 feet snow fence built; 415 panels portable snow fence, 8 and 10 feet long, built and placed where most needed. During the fall and winter a large quantity of temporary snow fence was erected of brush and other material.

All fences requiring repairs were attended to.

One hundred and twenty-five farm crossing gates were renewed.

BALLASTING.

Four hundred and sixty cars of ballast were put on Montague branch, 100 cars in Murray harbour yard, and 231 cars in Summerside yard.

On main line 658 cars of ballast were distributed in places where most needed.

Three hundred and fifty-eight cars of clay were used in yards, and widening embankments on Montague Branch and other narrow places.

BRIDGES.

At Portage a new bridge was built on a foundation of creosoted piles.

At Emerald a new cover and bed timber was put on bridge on way. New iron bridge on main line near Emerald, 24 feet long, was covered with hard pine ties.

At Clyde a new iron bridge, 24 feet long, was put in.

At Souris overhead bridge on wharf was planked.

Bridges at Mt. Stewart, Lot 40, Marie, Midgell, Harmony, St. Peters, Brudenell and Clyde were pointed with cement.

Bridges at Freetown, Loyalist and Marie received coverings of hard pine ties and necessary repairs.

All other bridges on the line requiring repairs were attended to.

CULVERTS.

At O'Leary, Conway and Bradalbane iron pipe culverts, 16 inches in diameter, were put in to replace wooden culverts.

At Hughes siding, twenty-four feet of 24-inch pipe were put in to replace wooden culvert which was worn out.

At Milton two new iron pipe culverts were put in.

At Georgetown two new iron pipe culverts were put in.

Thirty-three wooden culverts were rebuilt with cedar and other material.

Thirteen stone culverts were repaired by using cement and stone.

Four new cattle-guards were put down at new public road crossings.

Thirty-two cattle-guards were rebuilt with hard pine stringers, hemlock ties, hemlock timber and mud sills.

BUILDING AND PLATFORMS.

At Alberton repairs were made to wharf.

At Summerside, in repairing the wharf the following material was used:—18 hardwood piles, 5 creosoted piles, 47 tons hemlock timber, 1,440 feet hemlock deals, and 2 kegs nails. Coal shed was moved on wharf, 13 hardwood piles driven, and 36 holes cut through ballast floor for piles. Breastwork was repaired, and 50 feet of new breastwork built on.

At Charlottetown, in repairing breastwork 16½ tons hemlock timber, and 200 butt bolts were used.

BUILDING AND PLATFORMS.

Tignish.—A new roof and new sills were provided the engine-house. Concrete cellar was placed under agent's dwelling.

Bloomfield.—Repairs were made to station.

Howlan.—Repairs were made to station.

O'Leary.—Repairs were made to roof of station.

Alberton.—Freight-house on wharf was repaired.

Miscouche.—Station platform was rebuilt.

Summerside.—A new freight-house, 50 x 24 feet was built to replace the one destroyed by fire. A new station platform, 75 feet long by 8 feet wide, was made. Ten new storm windows were put on agent's dwelling. A new set of scales was placed in freight-house on wharf. A reinforced concrete reservoir for water tank, 12 x 20 x 12 feet deep, was made, and 150 feet pipe laid connecting reservoir with tank. A new engine-house was built.

Freetown.—A new snow fence was erected near agent's dwelling.

Cape Traverse.—A new porch was built on agent's dwelling, and repairs made to turntable.

Bradalbane.—Station platform was repaired.

Elliott's.—A new station was built, 26 feet long by 10 feet 6 inches wide.

Hunter River.—A new porch was built on agent's dwelling, and repairs made to station.

Loyalist.—Station platform was rebuilt.

Royalty Junction.—Station platform was repaired.

Charlottetown.—Roof of station, baggage room, car shop and stores buildings were repaired.

York.—Roof of station was shingled.

Mt. Stewart.—Repairs were made to station and platform.

Five Houses.—Repairs were made to station platform.

Souris.—Engine-house, freight-house on wharf and station received necessary repairs. Baggage room received a new roof.

Pisquid.—Station was rebuilt.

Perth.—Station and platform received general repairs.

Georgetown.—Engine-house was repaired.

Montague.—A new door was cut in freight-house.

Semaphores at Mt. Stewart and Georgetown were rebuilt.

STORES.

The value of stores purchased was	\$ 93,339 28
The value of stores used was	120,877 92
The value of old material sold was	16,567 41

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

Ordinary stores.....	\$ 53,494 35
Fuel.....	5,597 43
Steel rails and fastenings.....	221 53
Old material for sale.....	7,488 00
	<hr/>
	\$ 66,801 31
	<hr/> <hr/>

GENERAL.

On October 10, 1906, fire destroyed a freight shed at Summerside, together with a quantity of freight.

A greater quantity of ballast than usual was distributed, and the winter was very severe and lengthened. These, among other reasons already stated elsewhere, contributed to the large expenditure in the maintenance department.

The mechanical department are still working under difficulties for want of new shops, which are now under construction. The renewals during the year were considerable in this department.

The rolling stock, road-bed and buildings have all received special 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,

C. A. SHARP,

Superintendent.

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

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, April 15, 1907.

SIR,—I beg to submit herewith for your information the following statement of the operation of the mechanical department of the Prince Edward Island Railway for the year ended March 31, 1907.

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

LOCOMOTIVES.

Thirteen locomotives received heavy repairs, and eight received new driving boxes. Thirteen locomotives received new engine truck boxes, new driving brasses, new side and main rod brasses, motion and running gear thoroughly repaired and stay bolts in boilers thoroughly examined; and eight locomotives received specific repairs. We had one head-on collision in the yard at Charlottetown, which injured two locomotives considerably, breaking the truck and forward frames of both, the smoke-box doors and castings on one, and front beams and pilots on both. We had two cylinder heads broken, which we repaired. Ten pop valves were largely rebuilt; four new whistles and 140 sets of steam packing were made. Fifty-six driving wheels and 24 sets of truck wheels were turned, and eight new pistons and piston rods were turned and put in locomotives. Two new cross-heads were made, and 24 lined with tin and planed; 80 new side rod cups and 114 truck springs were made, and eight new pilots were made and ironed. Six new truck axles, 130 car axles and 130

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pairs ear wheels were turned; 140 car oil boxes were filled up, 800 tubes were pieced and put into locomotives, and 274 wheels were bored out and pressed on axles; and 174 driving springs were largely rebuilt. One thousand one hundred and twenty-two pounds of cast steel and 95,735 pounds of iron were forged, and 5,400 pounds of nuts were tapped. Westinghouse air brake was applied to one locomotive, and steam heat to four; 12 locomotive smokestacks were made, and we have made a great deal of running repairs, too numerous to mention.

CAR DEPARTMENT.

Fifteen box ears were built and equipped with the Westinghouse air brake, and charged to capital. One box car, one flanger, 16 flat cars, and one second-class and baggage combined were rebuilt; and one first-class car is at present under construction. Forty box ears, four flat ears, eight passenger cars, three flangers and two refrigerator cars received heavy repairs. Ten passenger cars, 20 box ears, 28 flat cars, three flangers and 5 snow ploughs received light repairs; 7 flangers and 10 snow ploughs were equipped with air signal appliance, and eight new locomotive pilots were made.

BRASS FOUNDRY.

Output, 8,590 pounds brass castings and 125 battery zines.

PAINT SHOP.

Twenty-five passenger cars were cleaned and varnished, and two passenger cars were painted and varnished; eight locomotives were painted, and two were cleaned and varnished; and nine snow ploughs, 33 box ears, 29 flat cars, 15 hand cars and 40 switch frames were painted. Elliotts and Bedford stations were painted inside and out; Ashton, Harmony and West Devon coal sheds, Summerside section house, and Murray harbour and Montague turn-tables were painted; and 300 panes of glass were put in buildings.

ROAD AND TRAFFIC DEPARTMENT.

Part of the car shop roof was covered with felt, and part with shingles; the store, coal shed and paint shop roofs were repaired, and two double water closets were built. Eight cattle stages, 27 loading platforms, three way stations on the Murray Harbour branch, and 40 switch frames were made, and 20 were mounted. Ten billing boards, four freight trucks, one large ticket case, six boxes for traffic, six coal wagons, six targets, 12 sets of switch gear, five new frogs, two derailing devices for the Hillsborough bridge, 40 smoke jacks for engine houses, 12 new track lifters, and a great many butt bolts for Summerside wharf were made; and six freight trucks, three baggage trucks and four frogs were repaired; and one old first-class ear was converted into a pay car.

I wish to say that we are labouring under a great disadvantage for the want of shop room and machinery; but I am pleased to report that our rolling stock is in a high state of efficiency and equipped with all the modern appliances of Westinghouse air brakes, steam heat, and M.C.B. couplers.

I have the honour to be, sir,

Your obedient servant,

W. L. POOLE,

Mechanical Superintendent.

G. A. SHARP, Esq.,

Superintendent P. E. I. Railway.

SESSIONAL PAPER No. 20

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

Dr.

CAPITAL ACCOUNT.

Cr.

		1906.	1906.		
		June 30.	June 30.		
		cts.	cts.		
		\$	\$		
1906.	To cost of road and equipment to date.....	7,215,588 69		By Dominion of Canada.....	7,215,588 69
1907.	March 31. To expenditure, period ended March 31, as follows—			By Dominion of Canada.....	91,710 52
	Rolling stock..... \$	11,342 74			
	New machinery.....	4,725 15			
	Increased accommodation, Charlottetown, and Hillsboro bridge.....	70,316 00			
	Shelters and platforms.....	2,397 59			
	Improvements at Summerside.....	931 03			
		1,998 01			
		91,710 52			
		7,307,299 21			

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

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No. 2.—PRINCE EDWARD ISLAND RAILWAY.

DR. REVENUE ACCOUNT for period ending March 31, 1907.

CR.

Previous correspond- ing period.	Expenditure.	Period ended March 31, 1907.	Previous corresponding period.	Receipts.	Period ended March 31, 1907.
§ cts.		§ cts.	§ cts.		§ cts.
74,401 21	Locomotive power, per Abstract No. 1.	91,196 08	88,676 14	Passenger traffic.	97,750 52
38,481 40	Car expenses, per Ab- stract No. 2.	52,531 35	83,499 56	Freight traffic.	98,657 07
54,169 92	Maintenance of way and works, Abstract No. 3. .	80,633 47	17,267 61	Mails and sundries ..	19,027 38
38,809 72	Station expenses, per Ab- stract No. 4.	44,913 28	189,443 31	Total receipts ...	215,434 97
11,950 49	General charges, per Ab- stract No. 5.	13,874 32	28,369 43	Balance ..	67,713 53
217,812 74	Totals.	283,148 50	217,812 74	Totals.	283,148 50

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER (Abstract No. 1).

Previous Correspond- ing Period.	Details.	Period ended March 31, 1907.
§ cts.		§ cts.
2,112 26	Mechanical superintendent's salary, clerks, office and travelling expenses. .	2,334 06
22,465 65	Wages of drivers, firemen and cleaners.	27,101 46
28,127 91	Fuel.	32,851 75
1,422 64	Oil, tallow, waste and small stores.	2,016 82
16,446 81	Repairs to engines, tenders and engine tools	20,253 20
1,127 53	Water, including pump and tank repairs.	3,493 47
2,698 41	Miscellaneous.	3,145 32
74,401 21	Totals.	91,196 08

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

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No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES (Abstract No. 2).

Previous Corresponding Period.	Details.	Period ended March 31, 1907.
§ cts.		§ cts.
3,494 10	Repairs to passenger cars.	6,795 82
1,162 31	Repairs to postal, express and baggage cars ...	4,887 85
4,897 90	Repairs to freight cars and vans.	9,105 87
431 61	Repairs to snow ploughs and flangers.	1,547 89
23,845 79	Wages of conductors, train baggage masters and brakemen.	24,913 97
520 22	Oil and waste for packing.	657 35
2,702 67	Small stores and fuel.	3,359 01
1,426 80	Miscellaneous.	1,362 59
38,481 40	.....Totals.	52,531 35

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., March 31, 1907.

Accountant and Auditor.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

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

Previous Corresponding Period.	Details.	Period ended March 31, 1907.
§ cts.		§ cts.
541 07	Engineer's salary, clerks, office and travelling expenses.	642 56
38,391 33	Wages in repairing roadway, fences and semaphores	50,839 18
1,895 81	Rails, chairs and spikes	1,958 34
4,424 03	Ties.	8,939 21
2,195 49	Timber and lumber for repairs to bridges, cattle-guards, &c.	4,162 33
109 80	Repairs to wharfs.	1,266 94
2,837 84	Repairs to buildings and platforms	5,788 54
936 31	Repairs to tools	1,375 09
2,838 19	Clearing ice and snow.	5,661 28
54,169 92	.....Totals.	80,633 47

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., March 31, 1907.

Accountant and Auditor.

7-8 EDWARD VII., A. 1908

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPRESS (Abstract No. 4).

Previous Corresponding Period.	Details.	Period ended March 31, 1907.
\$ cts.		\$ cts.
31,195 20	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yardmasters, switchmen, watchmen and labourers	36,268 00
7,614 52	Fuel, oil, light, stationery and other incidental expenses	8,645 28
38,809 72	..... Totals.....	44,913 28

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., March 31, 1907.

Accountant and Auditor.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES (Abstract No. 5).

Previous Corresponding Period.	Details.	Period ended March 31, 1907.
\$ cts.		\$ cts.
5,962 77	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses	6,814 41
4,577 51	Accountant and auditors', paymaster's and cashier's salaries, clerks, office and travelling expenses.....	5,159 06
361 78	Advertising	365 53
527 63	Damages to men, animals and goods	857 26
113 40	Telegraph expenses (not including pay to operators).....	371 37
407 40	Miscellaneous	306 69
11,950 49 Totals.....	13,874 32

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., March 31, 1907.

Accountant and Auditor.

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No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF GENERAL STORES ACCOUNT—Period ending March 31, 1907.

		Dr.		Cr.	
		\$	cts.	\$	cts.
1906.					
June 30.	To balance brought forward.....				73,044 87
1907.					
March 31.	Purchases during the year, including rails.....		93,339 28		
	Charges from other departments.....		19,858 36		
	Pay rolls.....		1,436 72		114,634 36
					187,679 23
March 31.	By issues during the year.....				120,877 92
	Balance { Ordinary stores.....	53,494 35			
	{ Fuel.....	5,597 43			
	{ Rails and fastenings on hand.....	7,709 53			
	{ Old material serviceable.....				
					66,801 31

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE.

		\$	cts.			\$	cts.
General stores.....	66,801 31	Dominion Account.....	87,721 70				
Cash.....	4,192 84	Rhodes, Curry & Company.....	1,433 20				
Stations.....	3,648 48	Unclaimed wages.....	39 13				
Post Office Department.....	11,073 58						
Militia Department.....	56 28						
Anglo-American Telegraph Company.....	46 43						
Judge Weatherbie.....	30 09						
Sidney Grey.....	45 83						
Railway extension at Charlottetown.....	812 83						
Accident insurance.....	2,259 92						
Canadian Express Company.....	96 51						
Intercolonial Railway.....	39 20						
Unclaimed freight.....	90 82						
	89,194 03					89,194 03	

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., March 31, 1907.

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No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for period ending March 31, 1907 and 1906.

Details.	1907.	1906.
Mileage of railway open	267	261
Engine mileage	344,050	324,911
Train mileage	252,292	235,210
Car mileage	1,463,186	1,427,214
Receipts per engine mile.....Cents	62.22	58.31
" mile of railway.....Dollars	806.87	795.98
Percentage of passenger earnings to gross receipts.....	45.37	46.81
" freight " ".....	45.80	44.08
" other " ".....	8.83	9.11
Expenses per engine mile :—		
Drivers, firemen and cleaners' wages	7.85	6.91
Fuel.....	9.55	8.66
Oil, tallow, waste and small stores.....	.59	.44
Repairs to engines	5.89	5.06
Water and tank repairs.....	1.02	.35
Miscellaneous .....	.93	.83
	25.83	22.25
Mechanical superintendent's salary, office and travelling expenses .....	.68	.65
Total.....Cents	26.51	22.90
Locomotive power, per engine mile.....	26.51	22.90
Car expenses	15.27	11.58
Maintenance of way and works, per engine mile	23.44	16.67
Station expenses	13.05	11.94
General charges.....	4.03	3.68
Total.....Cents	82.36	66.77
Locomotive power, per train mile	36.15	31.63
Car expenses	20.82	16.00
Maintenance of way and works.....	31.96	23.03
Station expenses.....	17.80	16.50
General charges.....	5.50	5.08
Total per train mile	112.23	92.24
Working expenses, per mile of railway.....Dollars	1,060.48	915.18

Average mileage open for nine months ended March 31, 1906, was 238 miles, which was used for averages.

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., March 31, 1907.

Accountant and Auditor.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

DETAILS of Accidents for the period ending March 31, 1907..

Date.	Name, Address and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injury.
1906.				
July 17.	Josiah Canmody, car repairer, Ch'town.	Charlottetown..	Foot caught in switch.	Leg injured.
" 25	James Merry, carpenter, Charlottetown.	"	Fell off car.....	Head injured.
Aug. 10.	Frank McKee, brakeman, Ch'town.....	Alberton.....	Fell against switch frame.....	Ribs fractured.
" 16.	Jas. Handrahan, car repairer, Ch'town..	Charlottetown..	Plank fell against leg..	Leg injured.
" 20.	Chas. Coyle, cleaner, Charlottetown....	"	Ran wire in hand.....	Hand wound.
Sept. 6.	Wm. Stewart, section laborer, Royalty Junction.....	Royalty Junction	Struck by track jack..	Jaw injured.
" 8.	Pat. McCloskey, boiler maker, Ch'town.	Charlottetown..	Finger crushed by brake spindle.....	Finger crushed.
" 15.	J. J. McKenzie, sect. foreman, Selkirk.	Selkirk.....	Fell while carrying rail	Arm broken.
Oct. 11.	Neil Stewart, sect. laborer, Kensington.	Kensington.....	Fell across rail.....	Back injured.
" 13.	Jas. McCallum, fireman, Summerside...	Summerside....	Fell off engine.....	Rib fractured.
" 30.	Maurice Arsenaull, labourer, Summerside	"	Loading ties.....	Hand cut.
" 31.	Martin Walsh, carpenter, Ch'town....	Charlottetown..	Carrying plank.....	Rib fractured.
Nov. 26.	John Hunter, loc. engineer, Ch'town....	"	Working on engine....	Hand lacer'ed.
Dec. 3.	M. McCarey, stat. " " "	"	Climbing ladder.....	Leg lacerated.
" 4.	Richard Dougan, Loc. Eng., Georgetown	"	Inspecting engine.....	Arm scalded.
" 7.	M. M. Galbraith, boiler maker's helper, Charlottetown.....	"	Heavy tool fell on foot.	Foot bruised.
1907.				
Jan. 3.	Robert Hannah, machineman, Ch'town.	"	Car sill fell on foot...	"
" 19.	Wm. McDougall, blacksmith, Coleman.	Coleman.....	Crossing track in front of moving train....	Fatally inj'ed.
Feb. 4.	Thos. Clarke, fireman, Cape Traverse...	Cape Traverse..	Struck head while firing	Head 'cut.
" 6.	Benj. Horton, sect. labourer, Mt. Albion	Mt. Albion.....	Hand car ran over foot	Toe fractured.
Mar. 14.	Pat. Walsh, labourer, Charlottetown...	Charlottetown..	Fell off car.....	Elbow disl'ed.
" 18.	M. T. Riggs, pipe fitter, Charlottetown.	"	Fell in yard.....	Knee and shoulder inj.
" 20.	John Walker, sect. labourer, Georgetown	Georgetown....	Struck by flanger lever	Jaw bone frac.

CHARLOTTETOWN, P.E.I., May 20, 1907.

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PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS during period ended March 31, 1907.

Cause of Accident.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1. Fell from cars or engine.....				3				3
2. Jumping on or off trains or engines while in motion.....								
3. At work on or near the track making up trains.....								
4. Putting arms or heads out of windows								
5. Coupling cars.....								
6. Collision, or by trains thrown from track.....								
7. Struck by engines or cars on highway crossings.....					1		1	
8. Walking, standing, lying sitting or being on track.....								
9. Explosions.....								
10. Striking bridges.....								
11. Other causes.....				19				19
Total.....				22	1			22

Charlottetown, P.E.I., May 20, 1907.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,

MONCTON, N.B., July 18, 1907.

M. J. BUTLER, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

DEAR MR. BUTLER,—Herewith I send you a descriptive statement of the freight earnings of the Prince Edward Island Railway for the fiscal period of nine months ended March 31, 1907.

Yours very truly,

D. POTTINGER.

CHARLOTTETOWN, P.E.I., June 20, 1907.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

Descriptive Statement Freight Earnings for period ended March 31, 1907.

Description of freight.	QUANTITIES.		Tons.		AMOUNT.	
	1905-6.	1906-7.	1905-6.	1906-7.	1905-6.	1906-7.
					\$ cts.	\$ cts.
Grain..... Bush.	712,786	343,971	12,202	6,141	14,377 05	7,214 03
Potatoes and roots..... "	112,087	54,019	3,363	2,036	3,232 20	2,327 33
Flour and meal..... Brls.	13,738	22,829	1,418	2,288	1,883 46	3,307 72
Cod and other fish..... "				962	1,600	1,897 24
Canned fish and meats..... Cases.	26,381	22,949	859	722	1,213 48	1,212 93
Oysters..... Brls.	10,861	16,881	1,087	1,788	1,183 08	2,511 53
Timber..... C. ft.	88,240	69,770	1,819	1,505	1,010 58	857 43
Lumber..... S. ft.	2,299,175	2,616,411	3,474	4,374	2,522 98	3,572 37
Cordwood..... Cords.	2,701	1,876	4,467	3,082	2,042 61	1,381 71
Mussel mud..... Cars.	430	307	4,300	3,080	1,420 50	1,044 35
Coal..... "	302	378	3,680	4,369	2,166 07	2,877 00
Salt..... "				853	387	688 77
Live stock..... No.	17,160	17,937	2,005	2,352	4,068 75	5,172 51
Fresh meats..... "			1,429	1,630	2,999 97	3,914 54
Salt meats..... Pkgs.	1,953	2,525	282	307	451 63	586 52
Butter and cheese..... "			741	1,000	1,363 59	2,241 89
Eggs..... Pkgs..	30,941	33,354	1,064	1,148	2,241 44	2,767 78
Farina starch..... Cars.	63	57	726	589	892 97	769 36
Merchandise..... "			18,916	28,746	37,909 98	51,527 34
Wharfage and storage..... "					1,996 31	1,465 24
			63,646	67,144	85,597 66	98,657 07
Passenger receipts.....					\$97,750 52	
No. passengers carried.....					232,371	
Receipts per passenger in cents.....					42 07	

Charlottetown, P.E.I., June 20, 1907.

QUEBEC CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER,

MONTREAL, June 11, 1907.

SIR,—I have the honour to submit herewith my annual report on the works under my charge, for the fiscal year ended March 31, 1907.

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 the navigation was conducted without interruption except on the Lachine canal when traffic had to be suspended for 56 hours, from 6 a.m. on the 28th to 1.30 p.m. on the 31 August, owing to the throwing down of the four gates of Côté St. Paul lock by the Str. *Dundurn* on her way down to Montreal.

She passed into the lock at a good rate of speed and could not be checked in time to avoid collision with the lower gates, something in her machinery having got out of

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order. She escaped without serious injury but considerable damage was caused to property along both sides of the canal.

At the time of writing the owners of the boat have settled most of the claims arising out of this accident.

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 were as follows:—

LOCK AND LOCK GATES.

The masonry of all the locks was kept in thorough repair, the joints grouted and pointed, the anchorages of the gates were also attended to as well as the lock gate machinery.

Seven pairs of lock gates were rebuilt, a large quantity of new material being used.

Out of the seven pairs, two were spare gates, one for lock No. 1, the other for lock No. 2.

SWING BRIDGES.

The seven swing bridges on this canal were scraped and painted and the swinging machinery was also attended to.

STATIONARY BRIDGES.

There are eight small stationary bridges connected with this canal. Every one of them received more or less attention during the year and bridge No. 8 which spans the old canal above lock No. 5, at Lachine, was replaced by an iron structure manufactured in our shops out of scrap taken out of the old iron and timber bridges now discarded.

WEIRS.

Six vertical swinging oak valves with heavy oak frames were placed in the regulating culverts between north and south basins No. 1.

The regulating weir at lock No. 4 was given a general overhauling.

The strong iron racks at the head of the supply weirs at Lachine which had been seriously damaged by frazil ice in the winter of 1905-6 were rebuilt and put in position again and some of the valves and stop-logs renewed.

WHARFS.

The long wharf on the north side of basin No. 2, above Black's bridge, was thoroughly repaired in the spring and the planking renewed.

Other wharfs were kept in good condition.

BOOMS.

Two new booms 200 feet long by 9 feet in width were built and placed in position on the north side of the canal between lock No. 4 and Côté St. Paul bridge. They have made it possible for heavy vessels to lie alongside of the north wall while waiting their turn to pass into the lock.

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CAST-IRON MOORING POSTS.

During the year 24 permanent cast-iron mooring posts set in concrete were placed as follows :—3 on old lock No. 3, 8 above Seigneurs Street bridge, north side of canal, and twelve between lock 4 and Côté St. Paul bridge, also on the north side.

GOVERNMENT BUILDINGS.

The Mill street shops, foremen's lodgings on Riverside street and the buildings leased to the Canada Horse Nail Company were overhauled.

The floors of the flour sheds Nos. 1, 2 and 3 were repaired and kept in as good condition as possible.

River St. Pierre Culvert and Ditches.

The whole of this stream and the drain continuing it up to Rockfield were carefully cleaned last summer and so were the syphon culverts at St. Henri and above Côte St. Paul bridge and the several ditches along the towpath and berm bank.

Shops.

A considerable amount of work was done at our carpenter, blacksmith and machine shops, which are now fairly well equipped, although the shop buildings no longer answer the requirements, and will have to be renewed at short notice.

CAPITAL.

Rebuilding Slope Walls.

On the authority of an Order in Council, dated May 20, 1906, Messrs. M. J. Haney and Roger Miller were recognized by the Department of Railways and Canals as members of the firm of Quinlan & Robertson, contractors for the work above mentioned.

The new firm have spent the whole year in preparing their plant and will commence building operations early in May.

Dredging.

The only dredging done in the Laehine canal during the year was the removal of about 8,000 cubic yards of clay from basins Nos. 1, 2, 3 and 4. During the rest of the season the dredging fleet was employed elsewhere as follows:—

On August 6 the fleet left for Grenville, where it was employed cleaning and widening the steamboat basin north of the wharf at the canal entrance.

This work, which comprised the dredging of some 20,000 cubic yards of clay, was completed on October 16, when the fleet was transferred to Greece's Point and Carillon, where some cleaning had to be done in the vicinity of locks Nos. 1 and 3.

On the 22nd of the same month the dredge went down to Hudson on the Lake of Two Mountains and removed the wreck of the steamer *Maul*, for the Ottawa River Navigation Company, the cost of this work being borne by the company.

Finally the fleet was taken down to Montreal on the 29th and laid up for the winter.

INCOME.

Concrete Wall along North Side of Basin No. 4.

The contract for this work was awarded to Messrs. Quinlan & Robertson on March 4, 1907, on plans and specifications prepared during the year.

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The Contractors commenced preparations early in March last, and at the close of the fiscal year they were ready to go on with the building operations.

Grading and Finishing Surface on North Side Lock No. 2.

This work consisted of constructing a concrete retaining wall at the west end of basin No. 1, on the north side of lock No. 2, moving and enlarging the office of the engineer in charge, and grading the ground along the lock and adjoining roadway.

The work was performed under contract by Messrs. Quinlan & Robertson.

Widening of Wharf, North Side of North Basin No. 1.

This work comprised the building of a concrete wall 28 feet south of the old north wall of the basin and of the construction of a double ramp, giving access to the wharf from Commissioners street.

It was performed under contract dated November 4, 1904, by Messrs. Quinlan & Robertson, and satisfactorily completed before the end of the fiscal year 1906-07.

Repairs to Leak in Lock No. 1.

The work necessitated here by the leak reported upon during last year comprised the removal of a portion of the old timber bottom of the lock and the replacing of it with concrete, the filling of a deep hole under the south chamber wall also with concrete and the driving of a row of steel sheet piles to form a cut-off at the junction of the old and new work; also the forming, by means of steel sheet piles, of a cut-off above the lock and extending it around the spur wall and up to the north wall of south basin No. 1, as well as through the neck of land between north and south basins No. 1.

This work is still under progress, and will probably be completed about the end of May, 1907.

Electric Installation.

The machinery prepared during the previous year for the electric operation of lock gates by Messrs. Lymburner & Matthews has been entirely almost placed on the gates of the various locks.

At the end of March last the motors, transformers, switches, &c., had still to be installed.

It is expected that the work will be completed within a short time from the date of writing.

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 on the Soulanges canal being still comparatively of recent date do not as yet require a large amount of repairs to be kept in proper working order.

There is therefore nothing of importance to be recorded under the above head. Most of the work done on this canal during the year having been performed under the head of income as described below.

INCOME.

Wharf at Lower Entrance.

Under an agreement entered into between the department and the Harwood estate it had been the practice of late to moor barges loading stone, from a quarry on the

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Harwood property along the north side of the entrance pier here, where they were in the way of vessels coming in and out of the lower lock. It was therefore decided to provide a wharf for these stone barges in the bay to the south of the canal entrance.

This pier is 200 feet long, 20 feet wide, for a length of 50 feet and 16 feet wide in the remaining portion of its length. The top is level at a height of 15 feet above low water mark for 50 feet and then slopes down to 9 feet above low water at the shore end.

The pier is of cribwork, built solid from end to end, the depth of water at the outer end being nine feet at summer level.

The space between the shore and the pier as built is being used as wasting ground for the canal quarry and will be filled up before long, easy access to the wharf from the quarry being thus provided. In the meantime an inclined trestle is being used to get on the wharf.

This work was done under contract by Messrs. Quinlan & Robertson.

Lodgings for Electricians.

Plans and specifications for three lodgings for the canal electricians were prepared during the year and the contract for the same awarded to Mr. Th. Belanger of Valleyfield, in the fall.

The excavations for the cellars and the foundation walls were done by the canal staff in September last, but nothing had been done by the contractor on the 1st of April, except the delivering of the materials on the ground.

Gasolene Tug.

The contract for the twine gasolene engines for this tug was awarded to the Valleyfield Engine Works last winter.

The machines were not quite ready for delivery at the end of the fiscal year.

These engines are of the four cycle type with 4 cylinders each, reversible clutches pump spark igniters, &c., and are guaranteed to develop 25 brake horse-power each.

The hull had been built during the fiscal year 1905-6.

Ladders in Lock Sluice Wells.

Iron ladders were inserted during the winter in the walls of the sluice well at each of the locks on this canal.

In connection with this and future work of the same nature an air compressing plant and two drills were purchased. Considerable economy will be realized by the use of these appliances.

Power House and Shops.

Minor alterations were made in the electric power house and at the shops, such as the replacing of ordinary knife switches by oil switches, changing the mode of wiring, installing new transformers and changing motors from temporary to permanent positions.

Ditches.

A large amount of stoning and sodding of ditch slopes was done during the year. The greater part of this work was at Tremblay's gully, and on the ditch along the north side of the canal from lock No. 3 upwards.

BEAUHARNOIS CANAL.

Length, 11¼ miles; 9 locks, 200 x 45 feet; 9 feet of water on sills; total rise 82½ feet.

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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 chief items of work performed here under this heading during the year may be summarized as follows :—

Renewing a number of beams in the swing-bridge at Valleyfield and laying a new floor, also renewing the flooring of the bridge between St. Timothy and Grande Ile.

Placing new foot bridges on several lock gates, the timber used here was oak from spare lock gates which had been submerged in the canal a number of years ago.

Renewing roofs of lock houses Nos. 11 and 12, macadamizing two miles of road along Hungry Bay dyke.

Overhauling telephone line and purchasing new instruments.

Replacing old timber valves in waste weirs Nos. 2, 3, 4, 5, 6, 7 and 8 by sheet iron ones.

Building 500 feet of dry wall on the north side and 100 feet on the south side of the entrance at Valleyfield.

Quarrying a large quantity of stone for macadam and crushing the same.

Replacing timber bridges at 14 farm crossings by stone structures. This work was commenced in 1905-6.

Repairing Leak in Canal Bank above St. Timothy Bridge.

A deep bed of boulders lies here diagonally across the channel. The clay covering had been gradually washed away and in November the water found its way through it under the north bank, which at one time seemed to be in danger of being carried away. The canal was unwatered and repairs commenced at once, a trench being cut through the bed and filled with good puddle clay. The work will be completed during the present spring.

INCOME.

Weir in the Hungry Bay Dyke at St. Stanislas.

In order to comply with the requirements of a certain proces-verbal for a new water course in the parishes of St. Barbe and St. Stanislas, the Hungry Bay dyke was cut through last fall and a culvert built. This structure which is of concrete extended the full width of the roadway with a cross section of 6 x 5. At its upper end checks are provided in the side walls to receive stop-logs. These logs are to be placed in every time the Lake St. Francis waters reach such an elevation as to flood the farms to the south of the dyke. At all other times the opening is to be kept open in order to allow the surface water on the farms to find its way to the drain along the St. Barbe dyke lately built by this department.

The work here described will reclaim a large area of wet land which had been unutilized for years.

CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 x 22½ feet; 6½ feet of water on sills; total rise 74 feet.

Repairs and Renewals.

The principal items of work performed under this heading during the year were as follows :—

1st. Building a pair of gates for lock No. 2 and taking apart a number of old gates which had been kept under water for some time.

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2nd. Renewing the timber approaches to bridges 2, 5, 6 and 7.

3rd. Overhauling long wharf at the Chambly entrance and repairing wharf at the Chambly Canton; also providing two floating platforms in the St. Johns entrance for the convenience of boatmen.

4th. Cleaning, widening and deeping about 9,000 lineal feet of ditches on both sides of the canal and lining the slopes of the deepest ones with stones, notably the ones at the foot of St. Therese island and at Denault's farm on the east side.

5th. Repairing a culvert at McNally's farm which had given way during the summer. This culvert which is of timber will have to be rebuilt next year.

6th. Renewing guard houses at locks 7 and 8 and at bridge No. 3. The new houses present a very neat appearance and are much more comfortable than the old ones.

In addition to the above, considerable work was done in keeping the banks, roads, lock and lock gates, buildings, fences, shops, &c., in good order.

INCOME.

Strengthening Bank at Ste. Therese.

This work, which had been commenced in 1905, was continued during 1906-7, some 1,300 cubic yards of wall being built from May to November. There still remains a length of about 1,000 feet to be treated in the same manner.

MACADAMIZE.

Road West side of Canal.

The macadamizing of the remaining 600 feet of the public road along the west side of the canal between St. Luc and the town of St. John was completed last fall. The total length of macadam laid in the last four years is $2\frac{1}{4}$ miles.

Macadamizing Towpath.

This work will be practically completed next summer. During last year about $2\frac{1}{2}$ miles of roadway were done, except the rolling of the metal which will be performed in June and July next.

Guard House at Bridge No. 7.

A new guard house was erected at bridge No. 7. It is a 24 x 24 feet, one and a half story building with extension kitchen.

ST. OUR'S 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 good repair throughout the year, the principal items of work performed being as follows :—

All the old booms above and below the lock were overhauled and such of the timber piers as are not to be rebuilt in concrete during the coming fiscal year put in a safe condition for the present season of navigation.

A new and spacious shed was erected on the east side of the lock for receiving freight as well as for housing towing horses.

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INCOME.

The old cribwork piers on the east side of the upper entrance, five in number, were taken down to the low water mark and rebuilt with concrete and some 300 feet of the guide booms spanning the spaces between the piers were also renewed.

All of the structures in the upper entrance to the lock are now of a permanent nature, and their maintenance will only require slight expenditure for a number of years to come.

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 five miles long and between them is to be found the old Chute à Blondeau lock, which was abandoned at the completion of the dam at the head of the new Carillon canal in 1883, the rise at the old lock having been practically obliterated.

Repairs and Renewals.

No repairs or renewals of great importance were done here during the fiscal year just expired.

The chief items of work performed were as follows:—

Completing the new carpenter shop.

Repairing lock walls and lock gates.

Renewing the top portion of piers 1 and 3.

Repairing booms.

Building two scows.

Hanging a pair of new gates on lock No. 3.

Repairing canal banks and slope walls.

Building a drain at Derricks farm, Stonefield.

INCOME.

Grenville Wharf.

This work was completed during the year by the placing of waling pieces on the face of the concrete walls and by the cleaning and widening of the basin on the north side of the wharf.

Swing Bridge at Grenville.

The old wooden bridge at the foot of the guard-lock was replaced by a steel structure, the contractors for it being the Phoenix Bridge and Iron Works of Montreal.

The above works were supervised by Mr. J. F. Lemire, C.E., who also made a plan showing depths of water along the south shore of the Ottawa river, both above and below the Carillon dam, with a view to establishing the amount of power that can be developed at that point.

STE. ANN'S LOCK.

Length, $\frac{3}{4}$ 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.

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Repairs and Renewals.

Besides keeping both locks and other structures in good repair, the following works were performed here from July 1, 1906, to March 31, 1907:—

A new boom about 100 feet in length was built and placed in the gap between the end of the north wall of the upper entrance and the first guide pier above it.

Out of the six guide piers on the north side of the upper entrance two were entirely rebuilt from the top to one foot below low water line, and the rebuilding of the others was well under way at the close of the fiscal year.

SURVEYS, QUEBEC CANALS.

A considerable amount of work was done during the year in connection with surveys, investigations of claims, &c.

In a number of cases plans had to be prepared.

The electric installation on the Lachine canal, income and capital work on the Soulanges, Beauharnois, Chambly and St. Ours were supervised by Mr. L. S. Pariseau.

Income and capital work on the Lachine canal is under immediate direction of Mr. H. R. Lordly, while Mr. J. T. Lemire looks after the income work on the Carillon and Grenville canals.

Repairs to Vessels.

Besides the ordinary repairs required to keep the various vessels composing the dredging fleet in good condition, the following renewals and additions were made during the fiscal year just passed.

Dredge No. 2.—Putting in new smoke stack, new canvas cover on roof of upper cabin and one set of main hoisting clutches.

Derrick No. 2.—Putting in a new engine frame.

Tug *Frank Perew.*—Building new pilot-house, putting in new steel rudder and steam steering gear.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) ERNEST MARCEAU,

Superintending Engr. Que. Canals.

QUEBEC CANALS.

STATEMENT of the closing of Navigation.

Names of Canals.	Closing.	
Lachine Canal.....	4th December,	1906
Soulanges Canal.....	4th "	1906
Beauharnois Canal.....	30th November,	1906
Chambly Canal.....	30th "	1906
St. Ours Canal.....	28th "	1906
St. Anne Canal.....	30th "	1906
Carillon and Grenville Canals ..	30th "	1906

Fiscal year 1906-7 being made to close March 31, the dates of opening of navigation will for 1907 be inserted in statement for fiscal year 1907-8 only.

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LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of New Lock No. 1 at lower entrance and New Lock No. 5 at upper entrance during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1906.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July.....	18	0	15	6	17	2	15	9
August.....	15	8	14	6	15	8	15	2
September.....	14	10	14	0	15	3	14	6
October.....	15	5	13	5	15	4	14	8
November.....	15	1	14	0	15	3	14	0
December.....	31	8	14	5	17	0	14	10
1907.								
January.....	28	1	23	7	17	1	14	8
February.....	27	0	24	6	17	2	15	0
March.....	30	6	26	0	18	8	14	1

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 ending March 31, 1907.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1906.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July.....	18	8	17	5	16	9	16	8
August.....	17	5	17	0	16	8	16	4
September.....	17	0	16	7	16	7	16	2
October.....	17	0	16	7	16	6	16	2
November.....	17	0	16	7	16	5	16	0
December.....	19	7	16	9	16	5	16	1
1907.								
January.....	20	2	19	2	16	9	16	2
February.....	25	9	19	8	16	9	16	4
March.....	25	6	21	9	18	0	16	4

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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 March 31, 1907.

Months.	LOCK NO. 6, LOWER SILL.				LOCK NO. 14, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	11	4	9	8	11	7	11	4
August.....	10	0	9	8	11	4	10	11
September.....	9	8	9	5	11	3	10	8
October.....	9	6	9	4	11	0	10	7
November.....	9	7	9	5	11	2	10	2
December.....	12	6	9	7	11	7	10	7
1907.								
January.....	18	0	11	4	12	0	10	8
February.....	22	0	16	10	12	1	11	2
March.....	21	0	13	10	12	10	11	1

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 March 31, 1907.

Months.	LOCK NO. 9, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	12	0	10	6	9	7	8	6
August.....	10	6	9	2	8	9	7	10
September.....	9	6	8	6	8	1	7	2
October.....	9	4	8	3	8	11	5	11
November.....	9	6	8	1	8	1	6	6
December.....	9	6	8	4	8	3	7	10
1907.								
January.....	11	11	9	6	9	3	8	1
February.....	11	10	10	2	9	1	8	7
March.....	19	10	10	2	10	5	8	1

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ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours Lock during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	10	8	8	4	10	3	9	4
August.....	8	3	7	0	9	4	8	6
September.....	7	4	6	4	8	8	8	3
October.....	7	4	6	2	8	7	7	10
November.....	7	5	6	4	8	11	7	11
December.....	9	9	7	1	8	6	8	0
1907.								
January.....	11	2	9	0	9	7	8	7
February.....	12	0	10	7	9	2	8	8
March.....	19	0	11	2	15	2	8	8

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 3 at lower entrance, and Lock No. 7 at upper entrance during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 3, LOWER SILL.				LOCK NO. 7, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	18	10	14	6	16	0	11	10
August.....	14	6	12	10	11	10	10	3
September.....	12	9	12	1	10	0	9	0
October.....	12	10	12	1	10	2	9	2
November.....	13	1	12	7	10	3	9	10
December.....	15	5	13	1	10	3	9	8
1907.								
January.....	18	10	12	11	10	5	10	0
February.....	23	6	18	1	10	0	9	2
March.....	23	4	17	0	15	6	9	2

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CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sill of Lock No. 1 at lower entrance, and Lock No. 2 at upper entrance, during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 2, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	15	4	12	5	14	7	11	4
August.....	12	5	11	2	12	2	10	0
September.....	11	4	10	7	10	5	9	0
October.....	12	2	10	7	10	7	9	10
November.....	12	5	10	11	10	8	10	4
December.....	12	4	11	6	13	6	10	7
1907.								
January.....	12	7	11	6	13	10	13	4
February.....	14	5	12	3	13	0	10	4
March.....	17	5	12	5	15	4	10	0

STE ANNE LOCK.

STATEMENT showing the depth of the river water on the mitre sills of the Ste. Anne Lock, during the fiscal year ending March 31, 1907.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1906.								
July.....	12	2	10	10	13	9	11	3
August.....	10	9	10	0	11	2	10	2
September.....	10	2	9	8	10	1	9	5
October.....	10	2	9	9	10	0	9	6
November.....	10	3	9	8	10	3	9	11
December.....	12	4	9	7	10	9	10	1
1907.								
January.....	12	10	11	4	11	2	10	2
February.....	12	5	11	1	12	4	11	3
March.....	14	2	10	4	14	10	11	1

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LACHINE CANAL.

STATEMENT of Fines and Damages, for the fiscal year ending March 31, 1907.

Date.	Name of Vessel.	Name of Owners.	Fine.	Damages.	Remarks.
1906.			\$ cts.	\$ cts.	
May 30..	Str. <i>Wahcondah</i>	New Ontario SS. Co.		3,900 76	Damages to upper gates lock 2.
June 20..	" <i>Orion</i>	G. S. Thom.		1,260 39	" " 4.
Aug. 28..	" <i>Dundurn</i>	R. O. and A. B. Mac-Kay.		1,038 67	Damages to four gates lock 4.

SOULANGES CANAL.

STATEMENT of Fines and Damages for the fiscal year ending March 31, 1907.

Date.	Name of Vessel.	Name of Owners.	Fine.	Damages.	Remarks.
1906.			\$ cts.	\$ cts.	
Sept. 4..	Str. <i>Turret Crown</i> ...	Turret SS. Co.		*100 00	Damages to coping, lock No. 5
Nov. 23..	" <i>Keefe</i>	Great Lakes and St. Lawrence Co.		100 00	Damages to coping of guard gate.

*Deposits made.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,

CORNWALL, April 1, 1907.

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 March 31, 1907.

RAPIDE PLAT CANAL.

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 sluiceways or supply weir and a power-house, the nature of the work being subject to the approval and supervision of the government engineer.

This work was commenced on May 11, 1906, and is now almost completed and ready for operation.

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GALOPS CANAL.

Iroquois Section.

The contract for this work was awarded to Messrs. Larkin & Sangster. The work commenced on May 20, 1897, and was completed in November, 1902.

The final estimate was returned on October 31 last. The final plans, diagrams and detail calculations are being copied and will shortly be completed.

Upper Entrance.

This contract was awarded to Messrs. Murray & Cleveland in November, 1888. The works of construction proceeded with during the past year, are as follows :—

Earth Excavation.—The dredging operations were resumed on June 29, 1906, and carried on to July 10, 1906, when the dredge was removed to the North Channel. They were continued again on November 7 and stopped on December 1 for the season owing to the severity of the weather.

Two watering places, one at McLaughlin's Hill, and the other below the Guard Lock, were constructed.

Masonry.—A protection wall was constructed on the north side, at the upper entrance of the canal. As originally designed, this protection wall was to be a heavy masonry wall, but, owing to the difficulty of securing and cutting the necessary face stones in time to complete the work last season, the contractor was allowed to substitute concrete and stone, at the specified price for dry masonry.

This work was completed on November 21 last, and shows at the present time to be in perfect condition.

A masonry beam culvert (12-foot span) was constructed on the north side of the canal at McLaughlin's creek and connections made with the stone protection east and west of same.

Broken stone and concrete, four (4) feet wide was placed in rear of the coping of the walls of the new lock on September, 1906, and in November the levelling and the trimming up around the lock was commenced, and discontinued on December 1, owing to the severity of the weather.

Stone filling.—Around the icebreaker of the Upper Entrance pier, to form a protection for the heavy ice shoves which occur every spring, heavy blocks of stone were placed, while these proved to be of great benefit a number of them were dislodged this spring by the heavy flocs; a more permanent method of protecting the end of the pier will require to be adopted; already two or three stones in the footing course of the icebreaker (laid dry) were torn out by the ice. Unless something is done it is likely that in the course of time the whole of the icebreaker will suffer materially.

Sweeping.—In September last the whole of the prism of the canal between the new lock and the upper entrance was thoroughly swept to one foot below the mitre sill of the Guard Lock, and the result revealed that a considerable amount of cleaning up required to be done to complete the work, though no obstructions to navigation were found, except the blasted rock lying along the toe of the north side of the channel at the Upper Entrance, the removal of which will receive immediate attention.

The work now remaining to complete this contract consists, as follows :—

Trimming and sodding of bank and slopes on north side of canal from McLaughlin's creek culvert to upper entrance, a distance of about 2,100 lineal feet; stone protection on the north side east of the Guard Lock, for a distance of about 640 lineal feet; the final levelling up of the filling between the new Guard Lock and the weir and the surface to be sodded; a service bridge to be placed over culvert at McLaughlin's creek; a small quantity of stone filling and stone protection to be placed

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at west end of detached cribs across Round Bay, to form connection with shore; a small quantity of blasted rock to be removed by dredge at toe of slope on the north side of the upper entrance, and the final cleaning up of the prism by dredge throughout the entire section.

There also remains to be done about 2,700 lineal feet of fencing, and a small quantity of stone blocks to be placed for the protection to the icebreaker at upper entrance pier.

Good progress is being made with the work of preparing the final estimate.

Removal of Shoals in River West of Upper Entrance of Galops Canal.

In September and October last a survey was made to ascertain the nature and extent of the work to be done to render the channelway west of the Upper Entrance to the canal safe for vessels navigating the river.

Soundings were taken and a plan and estimate were prepared and forwarded to the department. An appropriation for the work was granted and tenders will be called for as soon as possible for the prosecution of this work.

North Channel.

The contract for this work was awarded to Mr. M. A. Cleveland and was commenced on May 14, 1897.

Earth excavation.—The dredging operations were resumed on July 11, 1906, on the south side of channel above Drummond Island, and continued there at intervals until August 28, when the dredge was moved to the north side above Spencer's Island, casting material for forming a toe to stone protection to slope in rear of the concrete and stone wall, thus forming a beach or long flat slope to said protection. This work continued until September 22 and then resumed work on south side of channel above Drummond Island and completed the widening of prism on November 7.

Cribwork.—From July 3 to 7, eight (8) cribs 30 x 20 feet were sunk in place at head of Spencer's Island, the closing crib was sunk in place on October 16, one crib 30 x 20 feet for the substructure of a mooring pier at Drummond Island was sunk in place on October 24 between Spencer and Drummond islands, two ice-arresting cribs, for the purpose of protecting the stone protection on the slope of the channel east, were sunk in place on October 24 and 25, thereby completing this class of work on the section.

Concrete and stone masonry.—The work of placing a concrete and stone wall on top of the cribwork above Spencer's Island, and the building of an icebreaker on top of the lighthouse crib was commenced on July 30, and completed on August 28.

At the head of Spencer's Island the remaining portion of this work was completed on October 23.

From November 2 to 23 a concrete superstructure was placed on top of the ice arresting cribs between Spencer and Drummond islands.

British Columbia pine.—Stringers were placed in front of the concrete and stone wall at head of Spencer's Island from Sta. 87+50 west.

Also on the superstructure of the two ice-arresting cribs between Spencer and Drummond islands.

Stone filling.—In addition to the ballast in the cribs at the head of Spencer's Island and on the ice-arresting cribs between Spencer and Drummond islands, a large quantity of filling was done in rear of the wall above, and at the head of Spencer's Island. The levelling of this filling will be completed without delay.

It was expected that the greater part of the work remaining to be done on this contract would be completed by the end of this season, but, owing to the inclemency of the weather and the general high water, this becomes impracticable.

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The work now remaining to be done to complete the North Channel consists in closing a gap in the concrete and stone masonry on the south side of the channel at Drummond Island; building reinforced concrete arches over the two spillways on the north side of the channel; grading, levelling and sodding the slopes in rear of the cribwork at head of Spencer's Island; levelling up the filling in the icebreaker pier above Spencer's Island, and the general cleaning up of the section. The completion of this work will be prosecuted with as little delay as possible.

'GUT DAM.'

Concrete and stone masonry.—On July 25, 1906, the placing of a concrete and stone superstructure on top of the dam was completed.

The work now remaining to be done consists in completing the stone filling in rear of the dam and levelling the approaches on either side, and fencing in a small area of government property on Adam's Island adjoining the dam.

It was intended that the whole of this contract would have been completed by the end of the present fiscal year, but, owing to the scarcity of labour, the severity of the weather and the prevailing high water, operations were delayed. However, the small amount of work remaining to be done is now being prosecuted as rapidly as can be expected. The work on the final estimate for this contract is also being attended to.

GALOPS RAPIDS 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 :—

Lower bar dredging.—The work of removing the bank of loose rock accumulated ahead of the dredging, within the limits of the channel, was completed so far as sounding indicated, on July 6, 1906. The contractor's plant was immediately removed from the channel and preparations for testing by sweeping the entire work begun on July 3, and were completed on July 16.

Testing channel.—The testing of the channel and its approaches commenced on July 17 and was completed on August 15. Many projections above the grade line were found. These projections were subsequently removed from North, Caledonia and Island Shoals and Lower Bar.

North and Caledonia Shoals.—Owing to the reduction in the level of the water surface on these two shoals, it was found necessary to reduce the level of the grade line six (6) inches, during the course of removing the points above the grade line.

Removal of obstructions.—The work of removing the points projecting above the grading on the above mentioned shoals commenced on August 23, and after its completion, the areas over which points had been found above grade line were retested, all work being completed on September 30. The redredging and retesting was considerably delayed owing to the necessity of dismantling the testing apparatus when the tug was required for placing the dredge, and to refit the apparatus to the tug when testing was required on each shoal.

Upper Bar.—In testing the channel through the Upper Bar a great many points above the grade line were found, some of which being as much as two (2) feet above the required bottom. Though it was urged that these points be removed, instructions were given that no more outlay would be made on this work, and this part of the channel would have to remain in its present condition. The available depth of water over the high points on the Upper Bar is 10.60 feet at the lowest stage of the water

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which has been known to occur on November 23, 1901, near the end of the season of navigation.

Western approach.—In roughly testing the western approach of the Galops Rapids channel, several places with less than 13·60 feet at low water were found.

Eastern outlet.—In testing the eastern approach or outlet of the channel, a sufficient depth of water was found to accommodate any vessel which can use this channel.

Profile of water surface.—On July 19 last, levels were taken over the water surface at intervals of 100 feet, or less, on the centre line of the channel through the rapids, giving a continuous profile of the water surface from the basin above the rapids to the pool below the same, in order to ascertain the probable depth of water available for navigable purposes. This profile was taken when the water in the river was at a high stage, and in order to arrive at a conclusive and satisfactory test, a profile will require to be taken when the river is at a low stage.

Navigable depth.—At the present high stage of the river, the points which govern the navigable depth of water in this channel are on Upper Bar, over which there is about 14·30 feet of water, and the extreme low water of 10·60 feet, noted on November 23, 1901, which, however, occurs at the latter end of the navigable season.

Buoys.—It is proposed to have the Department of Marine and Fisheries buoy out the channel at an early date.

Gauge.—For the guidance of navigators, a self-reading gauge will be placed on one of the guide piers at the lower end of the North Channel. This gauge will indicate the available depth of water in the Galops Rapid channel and enable masters of vessels to make up their minds as to which channel suits them best, *i.e.*, the Galops Rapid channel, or the channel of the upper entrance of the Galops canal leading to the river lock No. 28.

Safety of navigation.—Under the present conditions of the river water, it may safely be expected that from 13 feet to 15 feet of water can be obtained for navigable purposes through the Galops Rapid channel, except at such exceptional periods, similar to that mentioned above, when abnormal water occurs throughout the River St. Lawrence.

The work of preparing the final estimate for this contract is nearing completion.

In view of the fact that the government has decided that no more money would be granted for the work, the contractors are making preparations to dispose of all their plant.

I am, sir,

Your obedient servant,

L. N. RHEAUME,

Engineer in Charge of St. Lawrence Canals.

M. J. BUTLER,

Deputy Minister and Chief Engineer,
Ottawa, Ont.

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ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT,

CORNWALL, ONT., April 3, 1907.

SIR,—I have the honour to submit herewith, the annual report on the maintenance and operation of the canals in the St. Lawrence district for the period ending March 31, 1907.

These canals were all operated throughout the season of 1906 without interruption to navigation, and without serious damage; and were closed on December 6, a season of 234 days, being the longest of which there is any record.

THE CORNWALL CANAL.

The back ditches running along and into the Tait, Martin and Marsh farms on the south side, and the Robertson and Taekaberry farms on the north side, were all cleaned out and kept in good running order.

During the summer noxious weeds were kept down by cutting. There are about 250 acres of canal banks and lands to be kept clean.

The heavy rains in the early part of the season affected the outer bank just west of lock 18 very seriously. It has always been a doubtful spot, and when a couple of small slides occurred after these rains, the bank was investigated and found saturated with water. In order to get rid of it, and to provide against a landslide in the future blind drains of a total length of 280 feet were put in. No sign of sliding occurred afterwards.

The telephone line was renewed to the extent of 100 new poles; further work along this line will be done from year to year until the whole line has been gone over.

Two of the black spar buoys in 'the lake' had slid out into deep water, and the third one had been broken off short. They were taken up and replaced by new ones in correct position.

All structures and machinery requiring painting were painted.

All the swivel bearings carrying the drive shaft for the gate mechanism were replaced with adjustable ones, calculated to take up the wear on the chain and chain wheel.

Two new top bridges were put on the gates at lock 19, and one at lock 20.

The weir bridge at lock 20 was refloored.

During the winter the old gates from lock 21 were rebuilt for spare gates and remodelled to meet present requirements of electrical machinery.

The foundation of a concrete transformer house, to replace a wooden one, burned, was put in, and the house will be finished the first thing the coming season.

Fifteen iron snubbing posts, set in a block of concrete, were put in along the north bank between Pitt street and Amelia street, and on the south side of old locks 15 and 16.

Mr. W. M. Leacy completed his contract for riprap and filling in around the foot of the canal. The work was well done, and the banks, roads and walks show up in good condition after a hard winter's test.

THE WILLIAMSBURG CANALS.

All the back ditches and farm ditches were cleaned out during the summer; also about 300 acres of canal lands and banks kept free from noxious weeds by cutting.

During the summer a fissure developed along the line of the municipal water pipe under the flume at Iroquois. It led under the retaining wall and out into the tail-race around the side of the power house.

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The water in the flume was lowered and a pump put to work to keep the water in the pocket just below the weir valve down. Then this pocket, to an elevation higher than the top of the water pipe, was filled up with concrete, effectually stopping the leak.

On the outside, just below the 'lift lock,' the wash of the river had worn a considerable indentation in the canal bank. A heavy boulder toe was put in to strengthen the bank and prevent the wash. Levelling and rinning at lock 24 was completed and a concrete backing put in; also three iron snubbing posts set in concrete blocks.

Since the enlargement of the canal, the old lock at Iroquois is cut off from the navigable canal. It serves as a tailrace for the overflow weir, so must be maintained in good condition. The old gates on it were dismantled and taken down, and all the walls and wing walls carefully gone over and pointed.

A reinforced concrete bridge 22 feet wide and 6 feet long was built across the back ditch opposite the weir at Iroquois.

Minor damages were done to the northeast entrance pier at Farran's Point on two occasions. These were repaired and charged to the vessels doing the damage. The diminished amount of damage done to this pier during the last two seasons is very noticeable and it can only be attributed to more careful handling of vessels. While this entrance is not by any means an ideal one, it is being shown from day to day that it can easily be safely made by careful navigators.

Mr. John O'Leary carried on his contract for repairs to the south bank of the Galops canal vigorously, and has it almost completed, a few thousand yards of earth, and a thousand lineal feet of riprap alone remaining to be done.

On November 20, 1906, a contract was entered into with Mr. Geo. Begy, to rebuild the retaining walls of the back ditch at Iroquois. The date was so close to the end of the season that there was no opportunity for work before the frost set in; but during the winter material was got on the ground in readiness for an early start in the spring.

THE MURRAY CANAL.

The banks and reserve lands here make a farm of 100 acres on which noxious weeds must be suppressed.

The work of maintaining the works on this canal was extremely light, and was successfully conducted without the aid of an overseer.

The ditches were cleaned, and the banks maintained in good condition, and a new watering place built on the north side near the Brighton road bridge.

Oak walings were placed on the abutments and retaining walls on the south end of the bridge at the Smithfield road and the Trenton road.

The bridgeman's residence at the railway bridge was thoroughly overhauled and put into an excellent state of repair, a kitchen and woodshed, cistern, well and stable were built.

A verandah was built on the bridgeman's residence at Smithfield bridge, and the well repaired.

On October 20, 1906, a contract was entered into with Mr. R. Weddell to rebuild the superstructures of the entrance piers of concrete. The work was pushed along, and before winter put a stop to it, all the piers on one side at the eastern end had been torn down and eight of them rebuilt. During the winter snubbing posts, irons, fenders, beams, &c., were got out.

Statements of water levels, fines and damages and traffic are appended.

I have the honour to be, sir,

Your obedient servant,

W. A. STEWART,

Superintendent.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

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STATEMENT of Lockages on, and Vessels passing through, the St. Lawrence Canals, during the Season of 1906.

Canal.	NUMBER OF VESSELS.			Lockages
	Down.	Up.	Total.	
Cornwall.....	2,220	2,407	4,627	3,285
Farran's Point.....	17	1,639	1,656	904
Rapide Plat.....	153	2,149	2,302	1,793
Galops.....	85	2,059	2,144	1,233
Lift Lock.....	1,613	428	2,041	1,499
Murray.....	361	409	770	

STATEMENT of Fines and Damages incurred on the St. Lawrence Canals during the Nine Months, ending March 31, 1907.

CORNWALL CANAL.

Structure.	Date.	Name of Vessels.	Damage.	Fine.	Name of Owner.	Remarks.
	1906.		\$ cts.	\$ cts.		
Excessive speed.....	July 28..	Prescott.....		30 00	R. & O. Nav. Co....	Paid.
".....	Sept. 1..	".....		30 00	".....	"
Lock 17.....	Aug. 30..	Brockville.....	54 75		".....	"

WILLIAMSBURG CANAL.

	1906.		\$ cts.			
Lock 22, Pier.....	Aug. 27..	Ceylon.....	265 37		Calvin Co.	Unpaid.

MURRAY CANAL.

GRAIN passing through Canals, transhipped at:—

Kind.	Kingston.	Prescott.	Ogdensburg.	Total.
	Bush.	Bush.	Bush.	Bush.
Wheat.....	7,996,701	612,300		8,609,001
Corn.....	1,059,715	81,250	25,000	1,165,965
Barley.....	851,376	90,166		941,542
Flaxseed.....	2,783,120	629,720		3,412,840
Oats.....	1,853,766	372,942		2,226,708
Other grains.....	116,859	25,000		141,859
	14,661,537	1,811,378	25,000	16,497,915

RECORD OF HIGHEST AND LOWEST LEVELS OF WATER ON THE ST. LAWRENCE CANALS DURING THE NINE MONTHS ENDED MARCH 31, 1907.

Month.	CORNWALL.				FARRAN'S POINT.				RAPIDE PLAT.				GALOPES.				LIFF LOCK. MURRAY.			
	Lock 21.		Lock 15.		Lock 22 Lower.		Lock 22 Upper.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.			
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.		
1906.																				
July.....	16.1	15.8	15.3	16.0	18.4	17.7	19.1	18.6	18.1	17.8	17.7	17.4	20.9	20.1	16.8	16.4	17.6	17.2	13.9	13.6
August.....	15.9	15.4	16.1	15.6	18.0	17.2	18.9	18.0	18.0	16.0	16.4	16.4	20.8	19.5	16.7	15.6	17.2	16.2	13.9	13.2
September.....	15.6	15.3	15.9	15.2	18.0	16.9	18.7	17.6	17.7	16.7	17.3	16.0	20.2	19.0	16.3	15.0	17.0	16.0	13.3	12.0
October.....	15.5	15.2	15.8	15.0	18.1	16.9	18.7	17.5	18.3	16.3	18.3	15.5	21.5	18.5	17.3	17.0	18.4	15.2	13.0	12.8
November.....	15.8	14.8	16.0	14.9	17.9	16.8	18.6	17.4	18.0	16.5	17.7	15.6	21.3	18.6	17.2	15.1	18.2	15.4	13.0	12.6
December.....	19.0	14.9	15.9	15.1	17.8	16.8	18.6	17.6	17.3	16.3	17.0	14.7	19.9	18.1	16.1	14.9	16.8	15.0	13.1	12.6
1907.																				
January.....	24.7	16.1	16.5	14.6	18.9	15.7	19.6	16.1	18.0	14.7	17.2	13.5	20.5	15.5	16.6	14.6	17.2	13.0	13.9	13.0
February.....	29.6	24.0	16.0	15.0	18.8	17.5	19.6	18.1	18.4	16.9	16.8	15.8	20.1	18.5	16.0	15.5	16.6	15.7	14.0	13.7
March.....	30.1	18.8	16.8	15.0	18.7	17.1	19.4	17.7	18.5	16.7	18.0	16.0	21.2	18.8	16.8	15.4	17.8	15.9	14.0	13.4

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WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE.

ST. CATHARINES, March 31, 1907.

SIR,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending March 31, 1907.

The canal was closed for navigation on December 17, 1907.

One serious accident occurred during the year. The steamer *Nipigon*, bound up, July 21, 1906, carried away the upper gates and one lower gate of lock No. 16, and both the upper gates of lock No. 15 which were being closed at the time. All of these gates were badly damaged. The cost of making repairs amounting to \$4,792.50 was paid by the steamer. Navigation was delayed for 42 hours.

Improvements to Canal.

Messrs. Magann & Phin completed their contract for 'Deepening certain portions of the summit level.'

Mr. J. Battle completed his contract for placing 'Stone protection' on certain portions of the summit level where the old stone has washed away.

Mr. Joseph Battle commenced work last fall building a concrete retaining wall portions of the summit level where the old protection had washed away.

Mr. Joseph Battle commenced work last fall building a concrete retaining wall on the east side of the rock cut at Ramey's Bend, and is pushing the work vigorously this spring.

Mr. E. Conroy, who undertook the contract of renewing the superstructure of the east pier at Port Maitland has not as yet started work, but a quantity of the timber required has been delivered. The heavy storms of last fall and winter on Lake Erie did considerable damage to the pier, and the renewal work will be much more extensive than anticipated.

Mr. M. J. Hogan, under contract for building culvert, dock and turning basin at Welland has made good progress, and is now pushing the work energetically.

The lock gate operating machines have not yet been installed, but tenders are now being invited for the necessary machines, motors, &c.

The electric lighting plant has been in continuous operation.

PORT COLBORNE IMPROVEMENTS.

Messrs. Hogan & Macdonell have made some progress with the excavations in the harbour, and are now cleaning up the entrance between the breakwaters.

Mr. M. J. Hogan has nearly completed his contract for 'New docking along west pier.'

Messrs. Peter Lyall & Sons, the contractors for the elevator are getting their material on the ground, and will soon be ready to commence active work on the building.

OLD CANAL.

New concrete abutments were built last fall and the swing bridge formerly across the old canal at Allanburg has been placed in position at O'Neil's crossing in lieu of the old bridge which was very much dilapidated.

At Chippawa new concrete abutments have been built to replace the old wooden ones at the swing bridge. The wooden span at the south end of the bridge has been rebuilt.

A reinforced concrete bridge was built across the raceway at Lincoln avenue, and two others across the back ditch of the feeder near Marshville in place of the old wooden structures.

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GENERAL.

The upper mitre sill and about 30 feet in length of the foundation of lock No. 4, on the new canal, were renewed this spring, concrete being substituted for the old timber foundation. The wall on the north side of the lock was found to be badly undermined by the action of water. Temporary repairs were made to the lower mitre sill platform, which it is hoped will carry safely till next spring, when it will be replaced as well as the remainder of the lock foundation.

No employees were superannuated during the year.

The following superannuated employees died during the year :—

Charles Hannah, on September 5, 1906.

Robert Boyle, on November 5, 1906.

John Howe, on December 29, 1906.

James Cogan, on February 8, 1907.

W. H. Charles, on February 24, 1907.

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, except a few of those which load deeply and lighten part of their cargo at the Grand Trunk elevator at Port Colborne.

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.

WELLAND CANAL.

STATEMENT of damages to Welland Canal property during the fiscal year ending March 31, 1907, and the amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1906.				1906.	
May 6	Str. A. D. Davidson	\$ 26 06	\$ 26 06	Nov. 3	Pt. Dalhousie.
July 6	" John Sharples	13 83	13 83	Aug. 21	"
" 21	" Nipigon	4,792 50	4,792 50	July 23	Pt. Colborne.
Aug. 7	" J. H. Plummer	121 93	121 93	Sept. 13	Pt. Dalhousie.
" 15	" John Lambert	13 49	13 49	Nov. 8	"
Sept. 7	Tug Seymour	10 00	10 00	Sept. 13	"
" 13	Str. A. D. Davidson	17 45	17 45	Nov. 3	"
" 17	" W. J. Haskell	6 37	6 37	" 8	"
Oct. 4	" Algonquin	12 99	12 99	" 4	"
" 5	" Meringo	15 24	15 24	" 8	"
" 13	" John Sharples	17 74	17 74	" 21	"
" 17	" Robt. Wallace	13 07	13 07	" 21	"
" 24	" Simla	41 90	41 90	" 26	"
" 24	" W. J. Haskell	8 08	8 08	Jan. 18	"
Nov. 1	" Chippawa	45 00	45 00	Nov. 2	"
" 1	" Neebing	15 50	15 50	" 21	"
" 13	" Averell	8 08	8 08	1907. Jan. 18	"

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WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the lower mitre sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending March 31, 1907.

Months.	LOWER SILL.		Months.	LOWER SILL.	
	Highest.	Lowest.		Highest.	Lowest.
1906.	Ft. In.	Ft. In.	1907.	Ft. In.	Ft. In.
July.....	16 8	16 4	January.....	16 5	15 8
August.....	16 5	15 11	February.....	16 6	16 2
September.....	16 2	15 6	March.....	16 7	16 3
October.....	15 9	15 5			
November.....	15 11	15 6			
December.....	15 9	15 5			

STATEMENT showing the highest and lowest depths of water on the upper mitre sill, Lock No. 27, New Welland Canal, Port Colborne, for fiscal year ending March 31, 1907.

Months.	LOWER SILL.		Months.	LOWER SILL.	
	Highest.	Lowest.		Highest.	Lowest.
1906.	Ft. In.	Ft. In.	1907.	Ft. In.	Ft. In.
July.....	15 5	14 4	January.....	19 11	14 0
August.....	15 4	14 4	February.....	16 1	13 11
September.....	15 1	13 9	March.....	16 6	13 10
October.....	16 6	13 6			
November.....	16 3	13 10			
December.....	17 3	14 1			

SAULT STE. MARIE CANAL.

ENGINEER'S OFFICE,

SAULT STE. MARIE, ONT., May 9, 1907.

SIR,—I beg leave to submit my annual report upon the improvements in progress of construction to the entrance of the Sault Ste. Marie canal.

EXTENSION OF THE SOUTH PIER UPPER ENTRANCE.

Messrs. O'Boyle Bros. completed their contract for building an extension to the south pier at the upper entrance. This new extension, which has a concrete superstructure, is 800 feet long and has a width of 25 feet, with the exception of the outer end where the width was made 30 feet for a length of 75 feet. The pier was run into twice during construction and repairs to the damage sustained were made by the contractors.

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After completion it was again run into by the large steamer *Hoover & Mason*, of 5,841 tons burthen and cargo of 10,416 tons. The steamer was going eastward and about to pass the steamer *Russia*, making westward. The channel at this point had been narrowed down to allow space for dredging operations, and the cross current at the end of the pier made it difficult to navigate under the circumstances.

It has been decided to build a further extension for a distance of 40 feet on to the end of the new extension, which will be better able to resist contact with a large steamer should it be run into.

A stone protection bank under contract with Mr. C. S. Boone is being placed at the back of the new extension, to provide further resistance should the pier be again run into.

DREDGING UPPER ENTRANCE.

Mr. C. S. Boone continued work under contract for the deepening and widening of the channelway at the upper entrance. The work lying between the entrance piers and in the vicinity of the canal beacon is drawing towards completion. The contractor was much delayed by having to move from position to allow boats to pass and from damage sustained to his plant by being run into on several occasions. The work lying towards the western end of the approach and which is known as the Vidal shoal, was started in September, 1906, and good progress was made for the time work was in operation.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP,

Engineer in Charge.

SAULT STE. MARIE CANAL.

SUPERINTENDENT'S OFFICE,

SAULT STE. MARIE, ONT., May 9, 1907.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal for the fiscal year ending March 30, 1907, as obtained from records and personal observation prior to and since taking charge as acting superintendent, January 30, 1907.

The canal was opened for traffic April 14 and closed December 22, 1906, having been in operation 253 days.

A comparative statement has been prepared, which is attached hereto, showing the operation and traffic of this canal from its first season up to the end of the fiscal year.

The presence of dredges in and about the upper entrance and the narrowing of the navigable channel for dredging purposes has in a way reduced the tonnage from what it might have been, although a substantial increase is shown over the previous year.

On July 1 and 4, and September 2, 1906, the steamers *Harvey Coulby*, *D. M. Clemson* and *Hoover & Mason* respectively ran into the new pier at the south side, upper entrance, damaging the pier and moving the end of it about 2½ feet over. The channel at the time had been narrowed to half its width for dredging purposes, and the cross current at this point made it difficult for boats to navigate.

A daily exchange of vessel reports has been made, as in former years, with the St. Mary's Falls canal of the United States making it possible to keep up to date complete statistics of the traffic of the two canals. The following tables give the

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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	181,638				19,777
1870.	1,828	690,826	539,883				17,153
1875.	2,023	1,259,534	833,465				19,685
1880.	3,503	1,734,890	1,321,906				25,766
1885.	5,380	3,035,987	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	1.0	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	259,906,865	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	36,617,639	44,270,680	.85	416,965,484	5.	54,204
1906.	22,155	41,098,324	51,751,080	.84	537,463,454	5.	63,033

IMPROVEMENTS TO CANAL.

Under Repairs.—The old section of the south pier at the lower entrance was levelled up and replanked; cement sidewalks on both sides of the locks were put in to replace plank walks, which add much to the appearance of the lock and grounds. Quite a large area of the grounds were levelled up from a rough condition by the small labouring crew kept on hand for general repairs, and adds to the general improvement of the canal grounds.

Under capital account.—During the latter part of the year Messrs. Wright & McPhail built, under contract, the lockman's shelter, a stone structure situated between the office building and the power-house, fronting the lock. Every satisfactory piece of work was executed and it only remains now to have heat, water and equipment put in to provide for the much felt requirements of the lockmen.

GENERAL.

The buildings have been kept in good repair and the efficiency of the machinery maintained. The annual painting of the buildings both inside and out has been done as usual.

Something should be done in the way of replacing the upper main gates with new ones. The gates now in use show further signs of weakness this year. Although spare gates, of old design, are kept on hand it would be better to replace those in use with solid timber ones of the same design as those of the main lower gates. The average depth of water on the mitre sill during the season of 1906 was 20 feet 6 inches, being the same as the previous year.

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Provision has been made to level up and replank the upper entrance piers during the coming season, as soon as the dredging between the piers has been completed.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP,

Acting Superintendent.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer.

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SAULT STE. MARIE CANAL.

COMPARATIVE STATEMENT SINCE OPENING OF LOCK, SEPTEMBER 9, 1895.

Season.	1895.	1896.	1897.	1898.	1899.	1900.	Increase or decrease over previous season.
Period lock open.	(Sept. 9, Dec. 6)	May 7, Dec. 10	Apr. 21, Dec. 14	Apr. 11, Dec. 9	Apr. 26, Dec. 20	Apr. 25, Dec. 16	
Canadian registered tonnage.	125,240	586,571	398,343	403,331	561,759	579,528	17,769
U. S. registered tonnage.	623,131	3,810,791	3,406,018	2,354,606	2,388,441	1,616,139	772,302
Total tonnage.	748,371	4,397,365	3,804,361	2,757,937	2,950,200	2,195,667	754,533
Lockages.	698	3,042	2,976	46	2,620	2,295	405
Vessel passages.	1,193	5,189	4,376	813	3,820	3,163	657
Time passing lock.	212 h. 27m	984 h. 22m	854 h. 11m	300 h. 11m	609 h. 30m	461 h. 21m	101 h. 52m
Average time lockage.	18.26 m.	18.42 m.	13.79 m.	14.51 m.	14.78 m.	14.75 m.	
Season.	1901.	1902.	1903.	1904.	1905.	1906.	
Period lock open.	(Apr. 20 Dec. 21)	Apr. 1 Dec. 20	Apr. 2 Dec. 13	Apr. 30 Dec. 26	Apr. 10 Dec. 20	Apr. 10 Dec. 20	
Canadian registered tonnage.	776,331	1,965,803	1,366,087	1,616,385	1,739,324	1,939,186	189,850
U. S. registered tonnage.	1,672,631	56,492	3,238,069	3,145,020	3,730,324	4,399,990	660,766
Total tonnage.	2,448,962	2,532,295	4,604,156	4,761,405	5,469,648	6,339,176	820,616
Lockages.	2,916	701	3,418	3,242	4,031	4,019	121
Vessel passages.	4,213	1,680	5,169	4,418	5,853	5,913	60
Time passing lock.	724 h. 38m	183 h. 14m	925 h. 57m	201 h. 19m	883 h. 19m	1131 h. 23m	70 h. 45m
Average time lockage.	14.96 m.	16.25 m.	16.34 m.	16.16 m.	15.79 m.	16.35 m.	

Note :

- 'Vessel Passages' includes rafts and unregistered craft.
- 'Time Passing Lock' includes detention time in lock.
- 'Period Lock Opens' means time first lockage and last lockage.
- 'Tonnage' in each case means net registered tonnage of craft.

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DEPARTMENT OF RAILWAYS AND CANALS.

TRENT CANAL.

PETERBOROUGH, May 6, 1907.

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1907, covering the works of construction, chargeable to 'capital.'

SIMCOE-BALSAM LAKE DIVISION.

Hydraulic Lock No. 2.—The Dominion Bridge Company, contractors for the superstructure of the lock, have it practically completed. Construction operations were resumed this spring on March 25, and the lock will be ready for testing this month.

Section No. 2.—Messrs. Larkin & Sangster finished the works of this section last fall, with the exception of some minor work connected with the Fourth Concession road, township of Eldon, which will be finished this month.

Section No. 3.—Messrs. Brown & Aylmer practically finished the works of this section last fall. Some stone protection lining and sodding have yet to be done, all of which will be completed early in June.

Last fall the canal reaches between hydraulic lock No. 2, Kirkfield and Lake Simcoe, were filled with water up to normal navigation level, for the purpose of testing the dams, locks and banks, which all proved satisfactory.

The engineer's office at Gamebridge was closed last December, and the staff moved to Peterborough, where they have since been employed at getting out the final estimates of sections Nos. 2 and 3, the former of which is nearing completion.

HOLLAND RIVER DIVISION.

Section No. 1.—A contract for this section was entered into with the Lake Simcoe Dredging Company on April 30, 1906. With the exception of a little clearing the company have done no work. During the summer of 1906 they built, at Barrie, a pumping dredge, which was nearly finished at the close of navigation. It has not yet been towed around to the work, but the contractors expect to start dredging operations this month.

Section No. 2.—Plans and specifications of the works embraced by this section, which extends from Holland landing to Newmarket, have been prepared and are now ready for the letting of the work.

Queensville Road Bridge.—At the Holland river crossing of the side road between lots 115 and 116, township of East Gwillimbury, York county, a small swing bridge is being built. A contract for the construction of the substructure was entered into with Messrs. D. Conroy & Sons on December 1, 1906. Since then the piles for the foundations of the piers and abutments have all been driven, and it is confidently expected that they will have the substructure finished by the end of June. The Dominion Bridge Company have the contract for the superstructure, the steel for which is manufactured and ready for shipping at their bridge works, Dominion, Quebec.

ROSEDALE.

Last summer a survey of this locality was made with the object of preparing plans for a new lock and dam, including a canal across the narrow neck of land separating Balsam and Cameron lakes. The new lock and dam would replace the present dilapidated wooden structures, and the canal the tortuous channel up the Gull river at this point. The plans are in course of preparation.

SESSIONAL PAPER No. 20

BOBCAYGEON.

A survey was made last summer of the Little and Big Bob rivers, and the field data obtained for the preparation of a plan for a new dam at the lower end of the Little Bob river to replace the decayed wooden dam at this point. A plan of the rivers and island has been made and also a preliminary study of the dam.

BUCKHORN.

Last fall the field data for a new dam and bridge was obtained, and during the winter plans and specifications for the new structures were prepared, tenders for the construction of which are now advertised for.

I am, sir,

Your obedient servant,

(Sgd.) ALEX. J. GRANT,

Superintending Engineer.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, April 1, 1907.

SIR,—I have the honour to submit herewith my report on the Rideau canal for the nine months ending March 31, 1907—this date being the end of the present fiscal year.

As I stated in my last annual report, which covered up to June 30, 1906, the accident to the lower sill at Washburn lock had occasioned a delay of twelve days to navigation in June last.

The nature of the accident; and the method of repairing the sill were fully described in the above mentioned report; and I do not know that I can add anything more on this subject, except to state that the new concrete sill was laid by the end of June, after which it was allowed seven days to set, the lock being reopened for traffic at six a.m. on July 9; and as the 1st and 8th were Sundays, navigation was only suspended at Washburn from the 2nd to the 7th, both inclusive—a delay of six days.

This was the only delay to navigation throughout the canal, during the nine months ending March 31.

The spring freshet commenced on the 28th instant, and unfortunately much rain has fallen, which has largely increased the volume of water, and broken up the ice, which is very heavy this year on account of the severe and continued cold last winter.

The large apron below the west bulkhead at Hogsback has been wrecked by ice, and as far as can be seen at the present time, nearly all of it has been swept away.

Both bulkheads, however, I am glad to say, are uninjured.

This will be a serious item of expense in the year's estimates; as this apron must be rebuilt as soon as the water falls, and will cost five thousand dollars at the very least.

At Black Rapids lock, the centre bent of the waste weir has been carried away by the heavy ice, thus making it impossible to put in the two bents of stoplogs.

It will be necessary to build a coffer dam above the weir, to take the place of the stoplogs for the whole season of navigation; as the water will not permit the bent being rebuilt until next winter.

No other damage has been reported to me from any point on the canal; but the freshet is by no means over yet; nor has the ice all gone.

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However, as the water has not risen since yesterday, but is at a standstill, I hope the danger point has been passed, and that the freshet will subside from now on.

The principal works and repairs executed along the line of the canal during the above mentioned period, are as follows:—

OTTAWA.

The roadways round the Basin were partly macadamized and repaired.

One pair of lock gates were renewed in lock 4.

Considerable filling was done behind the new cross walls at the foot of the locks, and this place is now nearing completion, when it can be graded and sodded to be in keeping with the rest of the station.

Some planking was renewed on the wharfs, and a new sidewalk was built along the front of the warehouses on the wharf lots on Canal street.

Sundry repairs were made to sluice frames, and the lower wing walls of lock No. 1 (in the Ottawa river) were pointed.

This was rendered possible by the extreme lowness of the river last autumn.

Considerable trouble was caused last summer on account of the accumulations of sawdust that came into the bay at the foot of the locks here from the Chaudiere mills; as on account of the lowness of the river, boats experienced great difficulty in ploughing through this sawdust when entering and leaving the locks.

Complaints were made to the department; and I understand that the mill men denied that they allowed any sawdust or mill refuse to fall into the river; but the presence of new sawdust, as well as slabs, edgings and mill refuse, cannot be denied; and several persons spent weeks on the river collecting the latter and piling it on the shores for firewood.

I would respectfully urge on the department the necessity of the enforcement of the law prohibiting any sawdust or mill refuse from being allowed to enter the river.

OTTAWA EAST BRIDGE.

The flooring and joists of this bridge were renewed, and sundry small repairs made to the bridge keeper's house.

BANK STREET BRIDGE.

Sundry small repairs were made to the turntable of the swing, and also to the bridge keeper's house.

CONCESSION STREET BRIDGE.

No repairs were made here.

HARTWELL'S.

A new house was built here last summer for the lockmaster, the old house having fallen into ruin, and having been condemned as unsanitary by the health officials.

Small repairs were also made to the plaster of the lock labourer's house.

Considerable repairs to the lock masonry are now in progress.

The upper wing wall on the west side, and both middle piers having become unsafe, are now being rebuilt.

A small cut-off wall is being built also at the head of the lock to protect the road from leakage from the cut, and a dry wall is to be built in the waste weir channel below the weir to prevent erosion of the bank.

All the above repairs will be finished by the 1st May next, by which date the canal is to be open for traffic.

Some stone lining was placed on the face of the canal next to the road, and small repairs made to the road itself.

SESSIONAL PAPER No. 20

HOGSBACK.

The lockhouse here, which was of the same description as the one at Hartwell's, and which had also sunk and fallen into very bad condition, was rebuilt.

Repairs are to be made to the lower sill of the lock, before May 1, next.

Small repairs were made to the tow path road and the canal bank, and small repairs made to the dam.

As stated above, the apron below the west bulkhead has been badly wrecked by the ice—in fact the greater portion of it has been carried away.

The existence of such a large apron below the weir is due to the fact that the rock below is of a very soft shaley nature, and flakes up with water, necessitating the protection of an apron.

This apron must be rebuilt during the summer; but at the present time the water is so high, that it is impossible to say how much of it is actually gone.

BLACK RAPIDS.

Sundry small repairs were made here to the station generally.

As stated above, the centre bent of the double weir has been broken away by ice.

The stoplogs therefore cannot be put in; and a temporary dam must be built to close the weir in order to keep the water up for navigation.

I do not anticipate any trouble in having this done by May 1.

LONG ISLAND.

Sundry small repairs were made to the By Wash, such as replanking, &c.

The piers below the same were rebuilt and filled with stone.

About fifty feet of close sheet piles 10-inch by 12-inch by 20 feet long were driven in front of the north pier of the waste weir to check the leakage that washes out the clay at this point.

This completes the sheet piling across the front of the weir.

MANOTICK BRIDGE.

Sundry small repairs were made to the bridge, and painting done by the bridge keeper.

WELLINGTON BRIDGE.

No repairs were required at this bridge.

BECKETT'S LANDING BRIDGE.

The swing bridge and approaches thereto were rebuilt during the winter, the travel being diverted across the ice whilst this was being done.

BURRITT'S RAPIDS.

The east pier of the retaining dam was rebuilt, and portions of the dam itself and also of the waste weir were repaired and sheeted with 3-inch plank.

Sundry small repairs were made to the embankments and to the station generally.

NICHOLSON'S.

The swing bridge crossing the upper lock was rebuilt, together with the timber approaches thereto.

Some new sluice frames were put in, and sundry small repairs made to the station generally.

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CLOWES.

Very considerable repairs were made at this station to the waste weir, which was taken down and rebuilt with stone.

Owing to its proximity to the lock (and the south upper wing wall of the lock forms the north wing of the waste weir) the fact that the water had to be diverted through the lock itself, made it a very difficult matter to put in a tight coffer dam, as the current carried all the clay through the lock.

This, however, was remedied by laying bags of cement mortar in the water, and driving the sheeting of the coffer dam into them.

The freshet in January wrecked the coffer dam also; but I am glad to be able to report that this work—the most difficult to accomplish on the whole line of the Rideau on account of the water, has been finished successfully, and will not require any more repairs for a very great number of years.

MERRICKVILLE.

Sundry small repairs were made to the station in general.

The lower lock was to have been coffer dammed and pumped, in order for repairs to be made to the lower sill.

However, the high water, and the delays to the work at the last station, made it too late to attempt this work last winter.

The sill is in no danger, but leaks; and the repairs will be made immediately after the close of navigation this year.

KILMARNOCK.

Sundry small repairs were made to the station generally.

EDMONDS.

The waste weir at this station has been taken down and rebuilt; a very similar piece of work to that described at Nicholsons, as the water was extremely difficult to contend with, as it had here also to be diverted through the lock, and the cofferdam had to be built here also, and as there was very deep water above the weir this dam had to be built to stand a head of over 12 feet.

However, the work is finished now, and like the weir at Nicholsons, will not require any repairs for many years.

The upper lock gates are now being renewed; they are framed and are being put in place.

Sundry small repairs were made to the station generally.

OLD SLYS.

Sundry small repairs were made to the station generally.

SMITH'S FALLS COMBINED.

Some more foundry waste was placed on the south side of the basin.

This is being done gradually year by year, and the useless area of shallow water is being reduced and the leakage stopped.

Sundry small repairs were made to the station generally.

The lockmaster's house was to have been repaired last summer; but it was found to be so far decayed that I consider the only thing to do is to build a new house, as the present one is not worth repairing.

SMITH'S FALLS DETACHED.

Sundry small repairs were made to the station generally.

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POONAMALIE.

Sundry small repairs were made to the station generally.

BEVERIDGES.

Two pairs of lock gates were renewed here, and will be completed and in place in the course of a few days.

Sundry small repairs were made to the station in general.

PERTH BASIN.

Sundry repairs were made to the planking of the wharfs in the canal basin, and also to the four swing bridges in the town.

Small repairs were also made to the culverts on the tow path road; and a considerable quantity of boulders and loose rock were removed from the channel by our diver, in the vicinity of Dowsons.

OLIVER'S FERRY BRIDGE.

Small repairs were made to the flooring and approaches of this long bridge.

THE 'NARROWS.'

Sundry small repairs were made to the station generally.

NEWBORO.

The piers below the lock are now being rebuilt down to low water mark; and will be completed before navigation opens on May 1 next.

Sundry small repairs were made to the station in general.

CHAFFEYS.

One new pair of lock-gates is to be put in here; they have been framed, and will be hung in place before May 1 next.

Sundry small repairs were made to the sluices and to the station generally.

DAVIS'S.

Extensive repairs were made to this station.

The lower lock-gates were renewed, and both lower wing walls were taken down and rebuilt.

As this is a single lock, cofferdams had to be built and the lock pumped to do this work.

Considerable repairs were also made to the floor of the bottom of the lock chamber, and the sides were grouted and pointed.

The lock is now in better condition than for many years.

JONES'S FALLS.

Repairs were made to the planking and approaches of the swing bridge.

Also sluices were repaired and small repairs made to the big dam and to the station generally.

MORTON DAM.

Repairs were made to the planking and hand railing of the dam; also to the side walls of the same.

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UPPER BREWERS.

A new set of stop logs was framed for the upper lock.

The basin was cleaned out by our dredge and the material thus excavated was piled on the banks and spread thereon to strengthen them.

Small repairs were made to the sluices, and to the station generally.

LOWER BREWERS.

During the first week in July, 1906, navigation was delayed, as stated on the first page of this report, for six days, during which time the repairs to the damaged sill were being completed.

The repairs have proved most satisfactory.

The particulars of this accident are fully set forth in my report for the fiscal year ending June 30, 1906, and need not be repeated here.

Immediately after the close of navigation, the upper wing walls and east chamber wall of the lock were grouted.

Sundry small repairs were made to the station generally.

BRASS'S POINT BRIDGE.

Sundry small repairs were made to the planking of the bridge.

KINGSTON MILLS.

Sundry small repairs were made to the station generally.

Six hundred cubic yards of stone were quarried, furnished and spread where required on the embankments by Mr. Wm. Keenan.

GENERAL.

The Douglas fir dimension timber used in the lock gates and heavy structures, was purchased under contract with the Ottawa Lumber Company, the quantity being 124,735 feet B.M.

The Portland cement used amounting to 1,750 barrels, was purchased under contract with Messrs. W. McNally & Company of Montreal.

The white lead supply, amounting to 4,000 lbs., was purchased under contract with Messrs Clark & Lewis of Smith's Falls.

A new steam pumping plant was purchased last summer to replace the old engine and pump which were worn out, being thirty years old.

A six-inch centrifugal pump with a direct connected 6 x 6-inch vertical engine, was purchased from Messrs. M. Beatty & Sons of Welland, and a 14 horse-power, 7½ x 10-inch portable engine to furnish steam for the same (and also to run the old pump with a belt if required), was purchased from the Watrous Engine Company of Brantford.

This plant was used to pump the lock at Davis' last winter and worked admirably.

DREDGING PLANT.

The dredge *Rideau* was employed the whole of last summer in deepening the cut between Upper and Lower Brewers lock stations.

At the time of accident to the lower sill at Washburn (Lower Brewers) lock, I sent her to assist in making the coffer dam below the lock, where she did excellent service, both making and afterwards removing, the clay in front of the said coffer dam.

She has completed the cut now to the lock at Upper Brewers, and all the dredging at the western end of the canal has for the present been completed.

A contract has been entered into with the Polson Iron Works of Toronto, for the construction of a new tug to take the place of the *Shanly*.

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This tug is to be delivered to us by May 15 next.

I have visited the Polson Works several times this winter, and can report good progress being made on the new boat.

A flat scow was built by our carpenters on the basin at Ottawa this winter, and is now nearly finished; the only work unfinished being a portion of the deck caulking.

This flat scow is 75 feet long, 25 feet wide, with a side height of 5 feet.

She is intended to carry lumber and stone for delivery along the canal, being towed by our own tug.

We have great trouble every year in having our dimension stone delivered to where it is to be used along the canal, as there are few persons who own barges or scows suitable for carrying these heavy stones, each of which weighs from 1½ to 3 tons, so that now we are independent of outside freighters and can deliver about 200 tons at a load on this new scow with our own tug.

I attach hereto a table, showing the highest and lowest water each month on the lower sills at Ottawa and Kingston Mills lock stations, respectively, from July 1, 1906, to March 31, 1907.

I have the honour to be, sir,

Your obedient servant,

A. T. PHILLIPS, *M.C.S.C.E.*,

Superintending Engineer.

M. J. BUTLER, Esq., C.E.,

Chief Engineer, Dept. Railways and Canals,
Ottawa.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, April 1, 1907.

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, 1906, to March 31, 1907.

OTTAWA, LOCK No. 1.				KINGSTON MILLS, LOCK No. 47.			
Highest.		Lowest.		Highest.		Lowest.	
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July 1	14 8	July 30 31	9 0	July 9-18	9 0	July 1-2	8 10
August 1-2	8 11	Aug. 31	6 6	Aug. 1-3	8 11	Aug. 31	8 6
Sept. 1	6 5	Sept. 28	5 3	Sept. 1	8 6	Sept. 25-30	7 11
Oct. 31	6 4	Oct. 1	5 3	Oct. 30 31	8 1	Oct. 1	7 11
Nov. 29-30	6 6	Nov. 13-19	6 0	Nov. 1-2	8 1	Nov. 27-30	7 7
Dec. 1-4	6 6	Dec. 26-31	6 0	Dec. 24-31	7 10	Dec. 1-4	7 7
Jan. 1-9	6 6	Jan. 10-31	5 11	Jan. 29 31	8 8	Jan. 1	7 10
Feb. 1-9	5 11	Feb. 10-28	5 10	Feb. 29-28	8 10	Feb. 1-10	8 8
Mar. 31	14 7	Mar. 1-13	5 10	Mar. 1-15	8 10	Mar. 15-30	8 11

A. T. PHILLIPS,

Superintending Engineer.

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ST. PETERS, C.B., March 31, 1907.

DEAR SIR,—I have the honour to submit my annual report on the working and operation of St. Peter's canal, during the fiscal year ending March 31, 1907.

There has been no repairs done at St. Peter's canal since my last report on June 30, 1906.

The canal lock gates track and rollers are in a very bad condition, also the flooring, which was put down in 1881; it has served its time and will require reflooring according to the marine divers reports. The floor has given away and it is impossible to place the castings on solid foundations; the track has to be continually shimmed up and only lasts for a short time in operating. We will have to do some ten days work this spring before we can operate our gates, and then it will only last for a few months' operation.

Navigation and traffic on canal is up to the general standard.

Navigation opened on April 23, 1906, and closed on January 15, 1907. During that time 1,419 steamers and vessels passed through canal, up and down.

There is one tidal lock and four pairs of gates on St. Peter's canal.

I have the honour to be, sir,

Your obedient servant,

JNO. H. DEVEREAUX,

Lockmaster.

M. J. BUTLER, ESQ., C.E.,

Chief Engineer and Deputy Minister,

Dept. Railways and Canals.

Ottawa, Ont.

TRENT CANAL.

PETERBOROUGH, May 11, 1907.

SIR,—I have the honour to submit herewith my annual report of the maintenance and operation of the Trent canal for the year 1906-1907.

During the past year the work has been considerably added to by the taking over from the contractors, of the Balsam Lake—Lake Simcoe Division, which will now afford a straight stretch of navigation from Healey's Falls to Lake Simcoe, a distance of 160 miles; and the taking over of the booms and slides of that which was known as the Newcastle District, which were formerly under the management of the Department of Public Works.

Navigation closed on the several divisions as follows:—

Peterborough—Hastings Division—December 1.

Peterborough—Lakefield Division—November 10.

Lakefield—Burleigh Falls Division—December 1.

Burleigh Falls—Kirkfield Division—November 20.

HEALEY'S FALLS.

The dam was repaired and new stoplogs provided.

TRENT BRIDGE.

The bridge was repainted and replanked.

HASTINGS.

The swing bridge was repainted and replanked.

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RICE LAKE.

A new channel was dredged through the old Cobourg-Peterborough railway bed, making a direct steamboat route between Gore's Landing and Harwood.

BENSFORT.

The bridge at this point was repainted and replanked.

WALLACE POINT.

The bridge was repainted and replanked.

OTONABEE RIVER.

The shoals at Dangerfield were dredged and the channel straightened.

LITTLE LAKE (PETERBOROUGH).

The boom piers in the lake were all re-topped. The swing bridge was repainted and replanked.

LOCK NO. 6 (PETERBOROUGH).

The entrance to this lock was dredged. A new storehouse 50 feet x 35 feet, was erected at this point.

HYDRAULIC LIFT LOCK, No. 1.

Extensive repairs were made to the reaches, and the banks were strengthened. New guard rails were placed on the pontoons and wall stairs.

REACH BETWEEN HYDRAULIC LOCK AND NASSAU.

The break that occurred in January of 1906 was repaired. The repairs, while in progress, caused a slight delay in the opening of navigation. About 100 feet of new bank were built.

WARSAW ROAD BRIDGE AND NASSAU BRIDGE.

New opening and closing apparatus for the guard gates at these points were placed in operation.

LOCK NO. 5 (PETERBOROUGH-LAKEFIELD DIVISION).

The lower entrance to this lock was dredged.

LOCK NO. 4 (PETERBOROUGH-LAKEFIELD DIVISION).

A new brick dwelling for the lockmaster was erected.

BETWEEN LOCK 2 AND 3, (PETERBOROUGH-LAKEFIELD DIVISION).

The rip-rapping of the banks was completed; the banks cleaned up, and the fences repaired and painted.

LOCK NO. 1 (LAKEFIELD).

The lockmaster's house was repaired and painted. The right of way to the property was fenced.

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LAKE KACHIEWANOE.

The channel was dredged and straightened between Lakefield and Young's Point.

YOUNG'S POINT.

A new concrete pier at the upper entrance to the lock was built. The pier is 400 feet in length. A new steel bridge was placed across the channel. The upper entrance to the lock was dredged.

STONY LAKE.

Owing to the fact that it was in the interests of navigation to maintain the water in Stony lake at a higher level than in previous years it was found necessary to raise a number of the public and private wharfs. The public wharfs at McCracken's, Burleigh Falls and Mount Julian were raised considerably, as were also a number of private wharfs at the various islands on the lake.

BURLEIGH FALLS.

Very extensive repairs were made to the lock at this point. New lock gates were placed in position, equipped with modern opening apparatus.

BUCKHORN.

A new concrete entrance pier at the upper entrance of the lock was built. The bridge was re-planked and generally overhauled. All the works here were repainted.

CHEMONG LAKE.

The swing bridge was re-planked and the piers at this point were repaired. A boom, 700 feet in length, was placed across the western end of this lake in order to prevent the island bogs from floating out and interfering with navigation. This had previously been a great source of annoyance to steamboat men. It was necessary in building this boom to sink two piers in the centre of the lake, to which the boom could be anchored.

LINDSAY.

A new bridge across the Scugog river on the south end of Lindsay street, was built. The bridge has a concrete pivot pier and concrete abutments.

The Wellington street and North Lindsay street bridges were replanked, repaired generally, and painted.

Two new floating lighthouses were placed on the Lindsay river. The channel was cleared of sunken logs.

KIRKFIELD.

A considerable amount of work was carried on here during the winter. A great deal of drowned land had been created by the construction of the Balsam lake—Lake Simcoe division. There were a number of acres of dead trees and stumps which were unsightly and unsanitary. A large area has been cleared up and the work will be continued during the coming winter. In doing this work we took out about 5,000 good cedar posts, which we are utilizing along the canal for fencing purposes. On the right of way along the canal between Kirkfield and Gamebridge a considerable amount of work was done in cleaning up. In doing this work we obtained some splendid pine, hemlock and elm, which we had sawed into plank for our bridges, and joists and rafters for the lockmaster's houses which we are building on this division. There is, in all, about 60,000 feet.

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BURNT RIVER.

The Burnt river forms one of the sections of the reservoir waters, on which there are numerous dams that are used to conserve the water until periods of the year when it is required for navigation purposes. During the year a great many repairs were made to the dams on this river.

Pine Lake Dam.—Platform repaired and four new stop logs provided.

Big Bear Lake Dam.—Some minor repairs were made here.

Little Bear Lake Dam.—The dam was strengthened by some stone being placed on it.

White Lake Dam.—A new platform has been put on this dam, also a new windlass, new stop logs provided, and the side generally repaired.

Swamp Lake.—A new platform was placed on the dam, a new windlass provided; also six new stop logs and general repairs.

Devil's Lake Slides.—The dam was boarded up the whole length with 2-inch lumber, and gravel was put in the entire length of the dam. A windlass was provided and the slide was repaired.

High Falls Dam and Slide.—This dam was extended 20 feet in length and eight new stop logs were provided. The slide was replanked.

Dragg Lake Dam.—This dam was repaired and six new stop logs were provided.

Cocklong Lake.—This dam was also repaired by making five new stop logs and by building a foot bridge over the river.

GULL RIVER.

This river forms another section of the reservoir waters. The following repairs were made to the dams on the Gull river section.

Little and Big Bob Lake.—Six new stop logs were provided, also some minor repairs.

Workmans.—Minor repairs were done here.

Horseshoe.—The platform on the dam, which is 75 feet in length was repaired by having some new stringers provided and also new planks. A new windlass was also provided.

Hawk Lake Dam.—An entire new dam, 100 feet in length, 12 feet high and 20 feet wide was also built here.

Oblong and Eagle Lake.—New boat-houses for the accommodation of the foremen on these waters were built at these two lakes.

MISSISSAGUA RIVER.

This forms still another section of the reservoir waters. The repairs done were as follows :—

Gull Lake.—New stop-logs were provided, also some new flooring in the slide.

Scott's dam.—The slide, 350 feet in length, was rebuilt. Some minor repairs were put in on the dam.

Bottle dam.—A new slide, 65 feet in length was built here.

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Eagle Lake.—Two new windlasses were provided and minor repairs performed.

Deer Lake slide.—Some new planking was put in the slide and new sheeting on the face of the dam. The dam was regravelled on the face.

Squaw River.—Two dams, south of the Bobeaygeon, were repaired, and new windlasses and chains were provided.

Noggie's Creek.—The depot dam and the dam at Bass lake were repaired and put into first-class condition.

GENERAL.

The steamer *Empire* was working continuously all season with the dredge *Emmerson*. The *Sovereign* was engaged in general towing and buoying out navigation channels in Rice lake, Stony lake, Buckhorn lake, Sturgeon lake, Cameron lake and Balsam lake.

The plant has been kept in good order. When the steamer *Empire* was drawn out in the fall and examined, it was found that her hull and machinery were beyond repair. We therefore built a new tug, 52 feet in length and 12½ feet beam. She will be used exclusively for towing purposes.

The water in the entire Trent system was maintained at a steady and uniform height throughout the season, there being no complaints in this regard from either steamboat interests or the users of water for power development purposes. The acquiring of the reservoir waters to the north of the main line of the canal has been of great assistance in bringing about this satisfactory state of affairs.

Just prior to the closing of navigation last fall, Mr. Charles T. Fuller, lockmaster at Burleigh Falls, who had been on the canal staff for a great number of years, fell from the lock and was drowned.

During the year the dredge *Trent* was loaned to the Department of Public Works, and has been engaged in dredging the Otonabee river, in the town of Peterborough.

The traffic during the year 1906-7 was the heaviest in the history of the Trent canal.

I have the honour to be, sir,

Your obedient servant,

J. H. McCLELLAN,

Superintendent.

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

TRENT CANAL SURVEYS.

OFFICE OF THE ENGINEER IN CHARGE,

OTTAWA, CANADA, June 4, 1907.

SIR,—I have the honour to submit my report upon the works under my charge for the nine months ended March 31, 1907, as follows:—

Completed detailed sectional working plans and drawings (42 in all)—comprising locks, dams, bridges, culverts, doek walls, water-tight embankment, water supply storage works with controlling dams, &c., together with report, estimate and specification for section No. 2, of the proposed improvements of the east branch of the Holland river from Holland landing to Newmarket, Ontario, and submitted all but the latter on October 1, and the specification on November 5, 1906.

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Completed and submitted on December 20, 1906; general plans, profiles, estimates and report for, both, 6 feet and 9 feet depth of navigation for proposed Lake Ontario outlets for the Trent canal from Rice lake to Port Hope, Cobourg and Trenton, respectively.

This report which was based on exhaustive surveys and investigations embraced every feature relating to those particular routes, including the question of water for lockages; initial cost of construction, cost of maintenance and operation, open lake versus inland navigation, insurance, water powers, harbour facilities, &c.

On February 28, 1907, completed general plans, profiles, estimates and report for, both, 6 feet and 9 feet depth of navigation for proposed Georgian Bay outlets for the Trent canal, from Lake Couchiching via Coldwater, and the Severn river, respectively, and submitted same on March 9, 1907.

This report dealt fully with all points bearing on the merits, &c., of the respective routes, and took into consideration the relative cost of construction; cost of maintenance and operation; water for lockages; water powers, &c.

Upon the completion of the reports effecting the main outlet sections of the Trent canal, work was commenced on the preparation of plans, profiles and estimates for the proposed improvements of the East branch of the Holland river from Newmarket to Aurora, and also of the West branch of the Holland river, from its junction with the East branch, to Schomberg, and good progress had been made on both sections.

On March 18, 1907, I received an official letter instructing me to proceed, at once, with the survey of a route for the Trent canal from Kempenfeldt bay, Lake Simcoe, to the Georgian bay, via the Nottawasaga river, 'so that the quantities may be made up in an accurate and complete manner, and on the same scale and in the same degree of fullness as the other surveys in competition with this route,' &c.

A survey party was quickly organized and commenced the field work for the surveys on March 21. Mr. G. L. Law, a capable, experienced civil engineer, who had been assistant engineer in charge of the surveys of the Port Hope route, and the Rice Lake traverse and contour survey, was placed in direct charge of this party, and very satisfactory progress had been made.

I have the honour to be, sir,

Your obedient servant,

E. J. WALSH, M.C.S.C.E.,

Engineer in Charge.

M. J. BUTLER, ESQ.,

Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Canada.

Office of the General Consulting Engineer to the Government,
and Chief Engineer of the Western Division of the
National Transcontinental Railway.

Room No. 150 West Departmental Building.

OTTAWA, Canada, May 15, 1907.

SIR,—I have the honour to present my annual report for the fiscal year ended March 31, 1907, of the progress made up to that date with the surveys and works of construction on the Western Division of the National Transcontinental Railway by the Grand Trunk Pacific Railway Company.

SURVEYS.

The surveys of the line from a point about 32 miles west of Winnipeg to Edmonton are completed, the plans and profiles of location have been approved by the government, and the works of construction thereon are in progress.

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From Edmonton to a point 27 miles west of the 'Yellowhead Pass,' the plans and profiles of location have been approved by the government, but inasmuch as the physical features of the country are such that, from time to time, improvements suggest themselves, both as regards alignment, reduction in the quantity of work, and shortening of distance, plans and profiles of a revised location of sections of the line west of Edmonton may be looked for. The balance of the line from the point about 27 miles west of the Yellowhead Pass to Prince Rupert on the Pacific Coast, a distance of about 676 miles, has been located, and plans and profiles of portions of this section have been filed with the Department of Railways and Canals, but action thereon is being deferred until the country has been more thoroughly examined in fuller detail with a view to possible revision. The company inform me that plans and profiles of other parts of this section are ready for filing with the department, but as the location is being revised and improved, they are holding them until they have the revision completed.

I may say that a very favourable location is being had to the Pacific Coast, only one grade exceeding four-tenths of one per cent occurring, and that is a 1 per cent grade for a distance of about 20 miles. Generally speaking the work will not be heavy for mountain work, but from Prince Rupert for a distance of about 170 miles it is composed almost entirely of very heavy rock excavation. This, however, there appears to be no way of avoiding.

CONSTRUCTION, GRADING AND BRIDGING.

1. No work has been executed between Winnipeg and Portage la Prairie, neither has any work been placed under contract.

2. From Portage la Prairie for a distance of 275 miles westward, the work of grading and bridging, except the bridge over the Assiniboine river, is under contract with Messrs. McDonald McMillan and Company, who have about 75 per cent of the grading done, and of culverts, bridges, &c., about 60 per cent; it may be said that they have made fair progress with the work, considering the difficulty of procuring the requisite number of labourers in Canada last summer. The Grand Trunk Pacific Railway Company, in order to expedite the prosecution of the work, found it necessary to relieve them of some difficult portions, viz.: at Miniota, where the company are themselves executing some heavy clay cutting. The heavy stiff work up the Qu'Appelle Valley, they placed under Contractors Messrs. Treat and Johnson, who pushed it vigorously until the severe weather last winter set in when they had practically to close down until the spring after having executed work to the value of \$134,600.

3. The Canadian White Contracting Company are the contractors for the grading and bridging of the line from the west end of the McDonald-McMillan contract, a point 275 miles from Portage la Prairie to a point a short distance west of the crossing of the South Saskatchewan river, a distance of 141 miles, excepting for the bridge over the South Saskatchewan river. This contracting firm have greatly disappointed me; their work has dragged along slowly and unsatisfactorily, but the Grand Trunk Pacific Railway Company assure me they are taking steps to have it prosecuted with greater vigour than in the past. Up to March 31 last only 48 per cent of the grading was done, and about 38 per cent of the entire work under contract.

4. Messrs. Foley Bros., Larson & Company are the contractors for the grading and bridging from the west end of the Canadian White contract to Edmonton, a distance of about 316 miles, excepting the bridges over the Battle river and the North Saskatchewan river. These contractors have, so far, disappointed me. Of the 10,000,000 cubic yards of grading contracted for, they have executed 2,500,000 cubic yards, about 25 per cent only, and a very small proportion of the culvert and bridge work. They are, however, contractors of repute who cannot afford to lose their reputation, and they have promised to prosecute the work with great vigour to completion during the coming season.

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5. The substructure of the Assiniboine bridge, I understand, the Grand Trunk Pacific Railway Company propose executing by day labour. The superstructure is under contract with the Canadian Bridge Company.

6. The substructure of the South Saskatchewan river bridge is under contract with the Messrs. John Gunn & Sons, who have made slow progress with the work, there being up to March 31, 1907, only 2,850 cubic yards excavated in foundation and 720 cubic yards concrete laid. The steel superstructure is under contract with the Canadian Bridge Company, who have the work sufficiently advanced to encourage the hope that in the course of the coming working season it will be erected.

7. Battle River Bridge.—No contract has yet been made for the substructure, but the Canadian Bridge Company are the contractors for the steel superstructure.

8. The substructure of the North Saskatchewan river bridge is under contract with Mr. Charles May, who has only recently commenced the work. The steel superstructure is under contract with the Canadian Bridge Company, who, I understand, have the material in stock, and are likely to have the bridge erected before the winter sets in.

It is only fair to those engaged in carrying out the works of construction of the line between Portage la Prairie and Edmonton, that I should explain the winter in the North-west has been unusually severe and boisterous, with heavy falls of snow, making it almost impossible to carry on works of construction; to this, no doubt, may be attributed the practical cessation of work during the last four or five months. I had anticipated working in the heavy cuttings during these months, as well as the delivery of large quantities of timber for the structures, but neither one nor the other has been possible. However, the contractors promise to put the necessary life into the work during the coming season, so as not to delay the track-laying.

TRACK-LAYING AND TELEGRAPH LINE.

The track laying which is being carried on by day labour by the Grand Trunk Pacific Railway Company, is making very unsatisfactory progress owing to the difficulty in procuring ties, only 36 miles of track having been laid up to March 31 last, whereas it had been fully expected that 120 miles of track would have been laid by that date. The outlook in the matter of the supply is most unfavourable for the coming season. Eighty-pound steel rails and fastenings are delivered for the whole distance from Winnipeg to Edmonton—800 miles—but the shortage of ties is delaying the track-laying.

The wire and cedar poles for the telegraph line are delivered and about 36 miles of telegraph line is erected. I think there will be no difficulty in keeping the erection of the telegraph line abreast of the tracklaying.

BUILDING.

No station buildings, engine houses, water tanks or coal sheds have, up to March 31 last, been erected, but some small buildings at Portage la Prairie storage yard have been built in which work on buildings and water service is being prepared.

In conclusion, I may remark that the Grand Trunk Pacific Railway Company assure me they have made such arrangements as to ensure the grading and bridging between Winnipeg and Edmonton being completed by the close of the fiscal year ending March 31, 1908, and the track being laid between Winnipeg and Saskatoon and that the only obstacle to prevent reaching Edmonton with the track within that time, will be the difficulty in obtaining the requisite quantity of ties.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

*General Consulting Engineer to the Government
and Chief Engineer, Western Div. National Transl. Ry.*

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 March 31, 1907.	No. of miles paid and provided for.	Subsidy paid and available at March 31, 1907.		Subsidy paid to March 31, 1907.		Subsidy paid to June 30, 1907.	
				\$	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		144,969 02		144,969 02	
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	141,722 45		141,722 45		141,722 45	
6	Beauharnois Junction.....	19'50	19'50	62,400 00		62,400 00		62,400 00	
7	Belleville and North Hastings.....	6'84	6'84	21,888 00		21,888 00		21,888 00	
8	Beersville Coal and Railway Co.....	6'48	7	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	44'50	140,800 00		140,800 00		140,800 00	
11	Bruce Mines and Algoma.....	18	18	53,920 00		53,920 00		53,920 00	
12	Bouctouche and Moncton.....	31'75	31'75	101,600 00		101,600 00		101,600 00	
13	Canada Atlantic.....	54'05	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)*.....	679	698'83	5,912,922 00		5,912,922 00		5,912,922 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	89'50	238,400 00		142,400 00		142,400 00	
21	Cornwallis Valley.....	14	14	44,800 00		44,800 00		44,800 00	
22	Colombia and Kootenay.....	27'75	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	Chateaugay and Northern.....	58	58	391,819 75		391,819 75		391,819 75	
25	Cap de la Madeleine.....	2'32	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	4'80	15,360 00		15,360 00		15,360 00	
30	Dominion Coal Co.....	27'44	27'44	87,808 00		87,808 00		87,808 00	
31	+Drummond County.....	133'00	135'60	423,936 00		423,936 00		423,936 00	
32	+East Rich-lieu Valley.....	21'86	21'86	69,952 00		69,952 00		69,952 00	
33	Elgin, Petitecodiac 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	1'33	30,000 00		30,000 00		30,000 00	
37	Grand Trunk, Georgian Bay and Lake Erie.....	12'42	12'42	39,744 00		39,744 00		39,744 00	
38	Grand Trunk Bridge.....	12'50	12'50	500,000 00		500,000 00		500,000 00	
39	Great Eastern.....	12'50	12'50	40,345 00		40,345 00		40,345 00	
40	+Great Northern.....	140'42	143'59	557,788 31		557,788 31		557,788 31	
41	Guelph Junction.....	15'25	15'25	46,000 00		46,000 00		46,000 00	
42	+Gulf Shore.....	16'78	16'78	53,699 20		53,699 20		53,699 20	
Carried forward.....		4,536'65	4,670'61	41,535,621 91		41,418,856 93		41,418,856 93	

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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 March 31, 1907.	Subsidy paid to March 31, 1907.		Subsidy paid to June 30, 1907.		
		of miles built up to March 31, 1907.	of miles paid and provided for.		\$	cts.	\$	cts.	\$	cts.
	Brought forward.....	4,536.65	4,670.61	41,535,621	91	41,418,856	93	41,418,856	93
43	Halifax and South Western.....	98	231	921,883	20	921,883	20	921,883	20
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 Res- tigouche and Western.....	15	77	246,400	00	178,408	07	178,408	07
49	†Inverness Ry. & Coal Co.....	60.97	98	390,268	00	368,545	97	368,545	97
50	James Bay.....		270	1,356,800	00	1,071,872	00	1,071,872	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	Klondyke Mines Railway Co.....	30	30	256,000	00	96,000	60	197,184	00
54	Kingston, Napanee and Western.....	61.35	61.35	208,732	80	208,732	80	208,732	80
55	L'Assomption.....	3.50	3.50	11,200	00	11,200	00	11,200	00
56	†Lake Erie and Detroit River.....	126.90	128.05	475,851	00	475,851	00	475,851	00
57	Lake Temiscamingue Colonization.....	45.84	45.84	310,335	95	310,335	95	310,335	95
58	Leamington and Lake St. Clair.....	16	16	51,200	00	51,200	00	51,200	00
59	Lindsay, Bobcaygeon and Pontypool.....	38.79	38.70	185,173	06	185,173	06	185,173	06
60	Lotbiniere and Westport.....	30	30	96,000	00	96,000	00	96,000	00
61	Manitoulin and North Shore.....	12.60	12.60	204,800	00	32,000	00	32,000	00
62	Middleton and Victoria Beach.....	39.30	39.30	125,760	00	125,760	00	125,760	00
63	Montreal & Sorel (now South Shore).....	61.50	126.67	517,541	92	296,998	38	296,998	38
64	Montreal and Lake Champlain.....	83	83	103,600	00	103,600	00	103,600	00
65	Montreal and Western.....	70	70	361,270	00	361,270	00	361,270	00
66	Montreal and Lake Maskinongé.....	12.90	12.90	41,280	00	41,280	00	41,280	00
67	Montreal and Ottawa.....	60	60	192,000	00	192,000	00	192,000	00
68	†Montreal and Province Line.....	18.3	18.3	58,560	00	58,560	00	58,560	00
69	Montfort Colonization.....	32.20	32.20	167,440	00	167,440	00	167,440	00
70	Maganetawan River.....	1.11	1.11	3,552	00	3,552	00	3,552	00
71	†Massawippi Valley.....	1.68	1.68	5,376	00	5,376	00	5,376	00
72	†Midland (Nova Scotia).....	57.18	58	367,168	00	367,168	00	367,168	00
73	Nakusp and Slocan.....	36.80	36.80	117,760	00	117,760	00	117,760	00
74	New Brunswick and P. E. Island.....	35.45	35.45	113,440	00	113,440	00	113,440	00
75	New Brunswick Coal and Railway.....	15	45	144,000	00	48,000	00	48,000	00
76	New Glasgow Iron and Coal Co.....	12.45	12.45	39,840	00	39,840	00	39,840	00
77	Nicola, Kamloops and Similkameen.....		45	292,800	00	110,592	00	110,592	00
78	Northern Colonization.....	20.90	20.90	133,760	00	133,760	00	133,760	00
79	Northern Pacific Junction.....	110	110	1,320,000	00	1,320,000	00	1,320,000	00
80	Nova Scotia Central.....	73.50	73.50	235,200	00	235,200	00	235,200	00
81	Ontario, Belmore and Northern.....	9.60	9.60	30,720	00	30,720	00	30,720	00
82	Ontario and Quebec.....	61.25	61.25	196,000	00	196,000	00	196,000	00
83	Orford Mountain.....	26.50	53.50	168,814	50	168,814	50	168,814	50
84	Oshawa Railway and Navigation Co. †Ottawa, Northern and Western (for- merly Ottawa & Gatineau Valley).....	7	7	22,400	00	22,400	00	22,400	00
85	†Ottawa and New York.....	82.28	86	410,688	00	410,688	00	410,688	00
86	†Ottawa, Arnprior and Parry Sound.....	53.87	53.87	262,384	00	262,384	00	262,384	00
87	†Ottawa, Arnprior and Parry Sound.....	159.58	159.58	779,712	00	779,712	00	779,712	00
88	Parry Sound Colonization.....	47.75	47.75	152,800	00	152,800	00	152,800	00
89	Pontiac and Pacific Junction.....	70	70	193,578	00	193,578	00	193,578	00
90	†Phillipsburg Junction.....	7.41	7.41	23,712	00	23,712	00	23,712	00
91	Pontiac and Renfrew.....	4.25	4.25	13,600	00	13,600	00	13,600	00
92	Pontiac and Pacific and Ottawa and Gatineau.....	Bridge.	Bridge.	212,500	00	212,500	00	212,500	00
93	†Pembroke Southern.....	20	20	64,000	00	64,000	00	64,000	00
94	Port Arthur, Duluth and Western.....	84.75	84.75	271,200	00	271,200	00	271,200	00
95	Quebec Central.....	74.86	74.86	348,342	00	348,342	00	348,342	00
96	Quebec Bridge Co.....	Bridge.	Bridge.	374,353	33	374,353	33	374,353	33
97	Quebec and Lake St. John.....	245.85	245.85	1,230,743	50	1,160,471	50	1,160,471	50
98	Quebec, Montmorency & Charlevoix.....	30	30	96,000	00	96,000	00	96,000	00
99	Shuswap and Okanagan.....	51	51	163,200	00	163,200	00	163,200	00
100	South Norfolk.....	17	17	54,400	00	54,400	00	54,400	00
101	St. Catharines and Niagara Central.....	12	12	38,400	00	38,400	00	38,400	00
	Carried forward.....	7,054.23	7,863.08	56,241,154	74	54,851,989	26	54,953,168	26

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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 Mar. 31, 1907.	No. of miles paid and provided for.	Subsidy paid and available at Mar. 31, 1907.		Subsidy paid to Mar. 31, 1907.		Subsidy paid to June 30, 1907.	
				\$	cts.	\$	cts.	\$	cts.
	Brought forward.....	7,054·23	7,863·08	56,241,154	74	54,851,984	26	54,953,163	26
102	St. Clair Frontier Tunnel.....	2·23	2·23	375,000	00	375,000	00	375,000	00
103	St. Lawrence and Lower Laurentian.....	38·85	38·85	217,600	00	217,600	00	217,600	00
104	St. Louis, Richibucto and Buctouche.....	7	7	22,400	00	22,400	00	22,400	00
105	+St. Lawrence and Adirondack.....	33·51	33·51	149,481	60	149,481	60	149,481	60
106	+St. Mary River.....	44	46	177,400	00	148,094	00	148,094	00
107	St. Stephen and Milltown.....	4·64	4·64	14,848	00	14,848	00	14,848	00
108	Schomberg and Aurora.....	14·42	14·42	46,144	00	46,144	00	46,144	00
109	Temiscouata.....	112·95	112·95	645,950	00	645,950	00	645,950	00
110	+Thousand Islands.....	5·19	5·19	29,840	00	29,840	00	29,840	00
111	+Tilsonburg, Lake Erie and Pacific.....	33·96	47·50	117,431	48	117,431	48	117,431	48
112	Tobique Valley.....	27·88	27·88	134,016	00	134,016	00	134,016	00
113	Toronto, Grey and Bruce.....	4·58	4·58	14,656	00	14,656	00	14,656	00
114	+United Counties.....	59	59	188,816	00	188,816	00	188,816	00
115	Waterloo Junction.....	10·25	10·25	32,800	00	32,800	00	32,800	00
116	Western Counties.....	20	20	500,000	00	500,000	00	500,000	00
117	Western Ontario Pacific.....	18·75	18·75	60,000	00	60,000	00	60,000	00
118	York and Carleton.....	5·73	5·73	18,336	00	18,336	00	18,336	00
	Total.....	7,497·17	15,818·73	58,985,873	82	57,567,397	34	57,668,581	34

†Add subsidy of used rails as per statement, part iii., page 7, \$152,305.20. and Atlantic and North-western, \$3,172,200, 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. 34, 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.

Number.	Name of Railway.	Miles subsidized.	Amount of Instalment.	Amount paid up to March 31, 1907.	
				\$	cts.
1	International (Atlantic and North-west Railway Co.).....	252	\$93,300 per ½ year for 30 years.....	3,358,800	
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	8 3.136 21	Nil.	
	Total.....	308		3,358,800	

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STATEMENT showing Railways aided by the Grant of Loans

No.	Name of Railway.	Amount of	Amount
		Loans authorized.	loaned.
		§	§ cts.
1	Albert Railway Co	15,000	14,725 56
2	Fredericton and St. Mary's Bridge Co.....	300,000	300,000 00
3	St. John Bridge and Railway Extension Co.....	500,000	433,900 00
Total		\$15,000	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	Subsidy
			on value of Rails.	on used Rails paid.
			§ cts.	§ cts.
* 1	Central Railway Company of New Brunswick.....	4,052	83,612 54	83,612 54
2	Elgin, Petitecodiac and Havelock.....	2,201	44,252 82	44,252 82
3	Chatham Branch Railway Co.....	958	24,439 84	24,439 84
Total		7,211	152,305 20	152,305 20

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value	Remarks.
			of used Rails loaned.	
			§ cts.	
1	Kent Northern Railway Co.....	2,549	58,334 27	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy, (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O.C. had been passed authorizing transfer.)
2	Halifax Cotton Co	233	4,335 00	
3	Steel Company of Canada.....	597	11,964 66	
4	Albert Railway Co	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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grant 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, <i>inter alia</i> , 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 <i>en bloc</i> on Vancouver Island, the boundaries being fixed by the Act, and in money.....	\$750,000
By the Act 48-49 Vic., cap. 59, 1885 (<i>Assented to 20th July, 1885</i>):		
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 mile 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, Mattawankeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
- 64.** The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

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the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

“If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it.”

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

65.	For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 96,000
66.	For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	256,000
67.	To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from 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.....	\$ 33,400
77.	For a railway from L'Assomption to L'Épiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
78.	To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole.....	361,270
79.	For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
80.	To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
81.	For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
82.	To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile).....	186,295
83.	To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
84.	For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of.....	6,000
85.	To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
86.	For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
87.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
88.	For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
89.	For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
90.	For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400

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91. For a railway from a point on the Intercolonial Railway near Newcastle or via Douglstown 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 Jogans 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 Hagarville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
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 Caraqueet Railway Company, for seven miles of their railway from Lower Caraqueet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole..	32,000
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

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- 149.** To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for. \$24,439 84

“ 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 Joggin's 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 amount that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

“ The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

“ And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight.”

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May, 1889*):—

- 185.** In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,

for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say :—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point ; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion : Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 (*Assented to 16th May, 1890*) :—

186.	To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	\$ 96,000
187.	To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	35,200
188.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole...	600
189.	For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
190.	To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	44,800
191.	To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	166,400
192.	To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
193.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole.....	83,000
194.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
195.	To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
196.	To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000

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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 Gazetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205.	To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400
206.	To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

“ Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3

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"Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid."

207.	For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 240,000
208.	To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole.....	50,000
209.	To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole.....	3,840
210.	For completing the Montreal and Sorel Railway from St. Lambert to Sorel.....	40,000
211.	To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	24,000
212.	To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	10,200
213.	To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed.....	37,500
214.	To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
215.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
216.	To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
217.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
218.	To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
219.	To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway,	

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	near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of	\$288,000
220.	To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via 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, 1-90, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

“The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines.”

By the special Act 53 Vic., ch. 5, 1890 (*Assented to 16th May, 1890*):—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 (*Assented to 30th Sept., 1891*):—

231. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance

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	remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole.....	\$ 28,100 00
232.	To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding.....	5,250 00
233.	To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00
234.	To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	92,784 00
235.	To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	79,700 00
236.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
237.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	46,040 00
238.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole....	89,600 00
239.	To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of.....	179,200 00

“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

“ Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say:—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows: on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

“ Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

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ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

“The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 (*Assented to 9th July, 1892*) :—

241.	To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgeway, 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 Eric and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
281.	To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200 00
282.	To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole.....	63,000 00
283.	To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200 00
284.	To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600 00
285.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
286.	To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on	

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	the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 80,000 00
287.	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	160,000 00
288.	To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	172,400 00
289.	For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	38,400 00
290.	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	57,600 00
291.	To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole	114,125 00
292.	To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole	14,720 00
293.	To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	25,024 00

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated

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Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

“The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.”

- 294.** Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.
- 295.** Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.
- By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—
- 296.** To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 64,000 00
- 297.** To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 102,400 00
- 298.** To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000 00
- 299.** To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between

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	Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
300.	To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole.. . . .	81,040 00
301.	To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole	145,000 00
302.	To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet. the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole.....	3,500 00
303.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200 00
304.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..	30,400 00
305.	To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	89,248 00
306.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
307.	To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole.....	4,500 00
308.	To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole.....	25,600 00
309.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific	

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	Railway between Joliette and St. Felix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000 00
310.	To the Montfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200 00
311.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
312.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	97,600 00
313.	To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of.....	20,000 00
314.	To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00

* All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed

in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows :—

“(a.) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows : on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section ;

“(b.) The subsidy to the Oshawa Railway Company, which shall be paid as follows : on the completion of the “Town” or “Northern” section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the “Lake” section of the said railway.”

By the Act 57-58 Vic., cap. 4, 1894. (*Assented to, 23rd July, 1894*) :—

315.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 48,000
316.	To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding	86,800
317.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	51,200
318.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole	4,790
319.	To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	108,800
320.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding \$3,200 per mile ; the whole not exceeding	118,400
321.	Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of	288,000

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322. To the Philipsburg Junction Railway and Quarry Company, for $\frac{67}{100}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 2,912
323. To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	23,600
324. To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed \$15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of \$1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding.....	274,940
325. For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600
326. For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
327. For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
328. For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
329. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole.....	41,100

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330.	To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of $7\frac{1}{2}$ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 24,000
331.	To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	73,172
332.	To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,046
333.	For a railway from a point on the Intercolonial Railway near Newcastle via 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.....	\$3,200
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 Welsford or Westfield, or between the said two points, to Gagetown, in the county of Queen's, New Brunswick, not exceeding 30 miles, in lieu of the subsidy granted by chapter 2 of 1890;
- 378.** To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by chapter 5 of 1892;
- 379.** To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of the 62nd mile subsidized towards Désert, in lieu of the subsidies granted by chapter 4 of 1894;
- 380.** To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite;
- 381.** To the St. Gabriel de Brandon and Ste. Emélie de l'Énergie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Énergie, and 5 miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 382.** To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, county of Queen's, in lieu of the subsidy granted by chapter 4 of 1894;

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- 383.** To the Gulf Shore Railway Company, for $5\frac{1}{2}$ miles of their railway from the end of the section subsidized to Tracadie and thence to Big Tracadie, New Brunswick ;
- 384.** For a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, New Brunswick, a distance of 20 miles, commencing at Campbellton, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 385.** To the Pontiac Pacific Junction Railway Company, for $7\frac{1}{2}$ miles of their railway from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890 ;
- 386.** To the Schomberg and Aurora Railway Company, for 15 miles of their railway from a point on the Grand Trunk Railway between King and Newmarket to Schomberg, in the province of Ontario ;
- 387.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for $3\frac{5.0}{10.0}$ 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 $\frac{6.6}{10.0}$ 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 Adirondaek Railway Company, for $13\frac{1}{2}$ miles of their railway from Beauharnois to Caughnawaga, in the province of Quebec ;
- 395.** To the East Richelieu Valley Railway Company, for 24 miles of their railway from Iberville to St. Thomas, boundary of Missisquoi County, in the province of Quebec ;
- 396.** To the Portage du Fort and Bristol Branch Railway Company, for 15 miles of their railway to a point at or near Shawville, in the county of Pontiac ;
- 397.** For a railway from a point at or near Windsor Junction, on the Intercolonial Railway, to Upper Musquodoboit, for a distance of 40 miles ;
- 398.** To the St. Stephens and Milltown Railway Company, for $1\frac{1.4}{10.0}$ mile of their railway from Milltown to St. Stephen, in the province of New Brunswick ;
- 399.** For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles ;
- 400.** For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 401.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 402.** For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles ;
- 403.** To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia ;
- 404.** For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles ;

- 405. To the Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the province of Quebec, to Hawkesbury, in the province of Ontario;
- 406. To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River, provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the government.

3. The Governor in Council may grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say :—

407.	To the Great Northern Railway Company, for 67 miles of their railway between Montcalm and its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the St. Maurice River, the balance remaining unpaid of the subsidies granted by chapter 2 of 1893, and by chapter 4 of 1894, between these points, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 182,400 00
408.	To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, also for bridging the Ottawa River, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, and by chapter 4 of 1894, not exceeding.....	114,272 00
409.	To the Ottawa and Gatineau Railway Company, for 62 miles of their railway from Hull towards Désert, in the province of Quebec, the balance remaining unpaid of the subsidy granted by chapter 2 of 1893, not exceeding in the whole.....	35,872 00
410.	To the Grand Trunk Railway Company of Canada, for a subsidy towards the rebuilding and enlargement of the Victoria Bridge at Montreal over the St. Lawrence River, 15 per cent upon the amount expended thereon, not exceeding.....	300,000 00
411.	To the Montfort Colonization Railway Company, for 33 miles of their railway from Montfort Junction to Arundel, in the province of Quebec, a subsidy not exceeding \$2,000 per mile, nor exceeding in the whole.....	66,000 00
412.	To the Irondale, Bancroft and Octawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway ; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole.....	16,000 00
413.	To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding.....	52,500 00
414.	For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding.....	112,500 00

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and

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upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

6. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of \$3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. (*Assented to 29th June, 1897.*)

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line,") to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say:—

On the part of the company:

(a.) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever;

(b.) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town;

(c.) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid;

(d.) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort

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William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely :—

Upon all green and fresh fruits, 33½ per cent ;

Coal oil, 20 per cent ;

Cordage and binder twine, 10 per cent ;

Agricultural implements of all kinds, set up or in parts, 10 per cent ;

Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;

All kinds of wire, 10 per cent ;

Window glass, 10 per cent ;

Paper for building and roofing purposes, 10 per cent ;

Roofing felt, box and packing, 10 per cent ;

Paints of all kinds and oils, 10 per cent ;

Live stock, 10 per cent ;

Wooden ware, 10 per cent ;

Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(e.) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner :—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(f.) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(g.) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(h.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct :

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(i.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it as stipulated for in the said agreement, become entitled to and shall get any lands as a subsidy from the Government of British Columbia which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, then the company will cause to be conveyed to the Crown, in the interest of Canada, a portion thereof to the extent of fifty thousand acres, the same to be of equal value per acre as coal lands with the residue of such lands. The said fifty thousand acres to be selected by the Government in such fair and equitable manner as may be determined by the Governor in Council, and to be thereafter held or disposed of or otherwise dealt with by the Government as it may think fit on such conditions, if any, as may be prescribed by the Governor in Council, for the purpose of securing a sufficient and suitable supply of coal to the public at reasonable prices, not exceeding two dollars per ton of two thousand pounds free on board cars at the mines.

And on the part of the Government, to pay the said subsidy by instalments as aforesaid.

2. The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

3. In order to facilitate such financial arrangements as will enable the company to complete the railway as aforesaid without delay and to acquire and consolidate with it the railway from Dunmore to Lethbridge, hereinafter called "the Alberta Branch," which, under the authority of chapter thirty-eight of the statutes of 1893, it now operates as lessee, and is under covenant to purchase, the company may issue bonds which will be a first lien and charge and be secured exclusively upon the said Alberta Branch and Crow's Nest Line together in the same way and with the same effect as if both the said pieces of railway to be so consolidated were being built by the company as one branch of its railway within the meaning of section one of chapter fifty-one of the statutes of 1888, and that section shall apply accordingly, such first lien to be subject to the payment of the purchase money of the Alberta Branch, as provided for in the said covenant to purchase.

By the Act 62-63 Vic., chapter 7 (*Assented to 11th August, 1899*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

415. To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Cœ 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 Stratthroy and Western Counties Railway Company, for a line from Stratthroy, 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 Paspébiac, Quebec, not exceeding 30 miles ;
- 430.** To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel, $6\frac{1}{2}$ miles, (this subsidy to be payable only in the event of adequate running rights over the South-eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Grégoire Station, 1 mile, not exceeding $7\frac{1}{2}$ miles.
- 431.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia, via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 432.** For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne, in the said province, a distance of 35 miles ;
- 433.** The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be \$6,400 per mile for the 80 miles mentioned in the said Act ; not exceeding in all \$512,000.

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- 434.** To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said Company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding \$3,200 per mile for 10 miles, nor exceeding in the whole \$32,000 ;
- 435.** To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in the lieu of the subsidy for the 12 miles granted by chapter 4 of 1894 ;
- 436.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles ;
- 437.** For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles ;
- 438.** For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles ;
- 439.** For a railway from the village of Haliburton, via the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles ;
- 440.** For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles ;
- 441.** To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles ;
- 442.** To the Massawippi Valley Railway Company for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding $2\frac{1}{2}$ miles ;
- 443.** For a railway from Port Hawkesbury on the Strait of Canso, to Caribou Cove, Nova Scotia, a distance of 10 miles ;
- 444.** For a railway from Fort Frances, Ontario, westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles ;
- 445.** To the Central Railway Company of New Brunswick, for an extension of their line of railway from Newcastle Coal Fields to Gibson, New Brunswick, not exceeding 30 miles ;
- 446.** To the Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway north of Swan River to Prince Albert, North-west Territories, not exceeding 100 miles ;
- 447.** For a railway from some point near Antler Station to a point near Moose Mountain, Manitoba, not exceeding 50 miles ;
- 448.** For a railway from Sunnybrae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, Nova Scotia, to make up the deficiency in mileage between points mentioned and subsidized by chapter 4 of 1897, additional mileage not exceeding 15 miles ;
- 449.** For a railway from Port Clyde towards Lockeport, in the province of Nova Scotia, not exceeding 20 miles ;
- 450.** For a railway from a point on the Intercolonial Railway at or near Halifax towards the Central Railway in the county of Lunenburg, not exceeding 20 miles ;
- 451.** For a railway from Labelle, in the province of Quebec, in a north-westerly direction, to Nomingue, via Notre Dame de l'Annonciation, a distance not exceeding 22 miles ;
- 452.** For a railway from Owen Sound, in the province of Ontario, to Meaford, not exceeding 21 miles ;
- 453.** To the Ottawa and Gatineau Railway Company, for their line of railway in and through the city of Hull, Quebec, not exceeding 4 miles ;

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- 454.** To the Western Alberta Railway Company, from a point on the United States boundary, west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles ;
- 455.** To the Edmonton, Yukon and Pacific Railway Company, for a railway from the town of South Edmonton, North-west Territories, to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles ;
- 456.** To the Restigouche and Western Railway Company, in addition to the 20 miles subsidized by chapter 4 of 1897, and in continuation from the westerly end of the said 20 miles towards the St. John River, a further distance not exceeding 15 miles, and for the company's railway from a point on the St. John River, New Brunswick, at or near Grand Falls, or St. Leonard, or between Grand Falls and St. Leonard, and extending easterly towards Campbellton, such point to be approved by the Governor in Council, a distance of 12 miles ; in all not exceeding 27 miles ;
- 457.** For a railway in extension of the St. Francis branch of the Temiscouata Railway to the mouth of the St. Francis River, a distance not exceeding 3 miles ;
- 458.** To the Canada Eastern Railway Company, for a line of railway from Nelson, New Brunswick, to connect with the company's main line running into Chatham, to complete the connection from Nelson to such main line, not exceeding in the whole $2\frac{1}{4}$ miles ;
- 459.** To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond boundary road near Deseronto for a distance not exceeding 2 miles ; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 460.** To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles ; and also for an extension of the company's railway southerly, from the present southern terminus thereof to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles ; but the last mentioned aid for the said 2 miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 461.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles ;
- 462.** For a line of railway from Paspébiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles ;
- 463.** To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgetown, Ontario, to St. Thomas, in the said province, a distance not exceeding 44 miles ; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council ;
- 464.** To the Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the iron mine at Bluff Point and to the Martele mine in the county of Renfrew, not exceeding 5 miles ;

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465. For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :—

466. The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole	\$ 896,000 00
467. To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government engineers, of materials delivered and work done. . .	1,000,000 00
468. To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec.	50,000 00
469. Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding	35,000 00
470. Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding. . .	50,000 00
471. Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding. . .	15,000 00
472. To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding.	33,750 00
473. To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding.	16,425 00
474. Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding	15,000 00
475. Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding.	15,000 00

4. The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section, except as may be authorized by Parliament; nor shall any of the said railways be leased to or operated by any other company; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

5. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of

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, Québec, 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 Paspébiac, 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 Algona 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 Nominique 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 Causapséal on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles.
- 596.** For a line of railway, in addition to and in extension of the line mentioned in item 11 (554) of this section, from Roberval towards James Bay, not exceeding 40 miles.
- 597.** For a branch line from a point near the bridge at Trois Pistoles River on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, on the Trois Pistoles River, not exceeding $2\frac{1}{2}$ miles.
- 598.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.
- 599.** To the Chateauguay and Northern Railway Company, for a line of railway from a point on its main line at or near L'Épiphanie, passing by way of the parish of St. Jacques de l'Achigan to the village of Rawdon, not exceeding 16 miles.
- 600.** For a line of railway from the line of the Montreal and Atlantic Railway Company at St. Guillaume to the River Yamaska to join with the South Shore Railway, a distance not exceeding 12 miles.
- 601.** For a line of railway from La Tuque on the St. Maurice River to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.
- 602.** To the Montreal Northern Railway Company, for a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.
- 603.** To the International Railway Company of New Brunswick, for a line of railway, in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John River between Grand Falls and Edmundston, not exceeding 33 miles.
- 604.** To the Beersville Coal and Railway Company, for a line of railway from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.

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- 605.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, not exceeding 5 miles.
- 606.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from a point on the Intercolonial Railway at or near Mines Road Station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 (562) of this section.
- 607.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 (563) of this section, not exceeding 120 miles.
- 608.** To the Midland Railway Company, Limited, for a line of railway from Truro northerly towards Brule, not exceeding 34 miles.
- 609.** For a line of railway from St. Peters to Louisburg; not exceeding 50 miles.
- 610.** To the Koetenay Central Railway Company, for a line of railway from Golden to the International Boundary Line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.
- 611.** To the Kettle River Valley Railway Company, for a line of railway from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.
- 612.** For a line of railway from Wellington to Union Bay, not exceeding 55 miles.
- 613.** For a line of railway from Midway to Vernon, not exceeding 150 miles.
- 614.** To the St. Mary's River Railway Company, for a line of railway from Spring Coulee, crossing St. Mary's River to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.
- 615.** For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, not exceeding 84 miles.
- 616.** To the Canadian Pacific Railway Company, for a branch line from a point on the main line between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.
- 617.** For a line of railway from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of the fourth principal meridian, not exceeding 8 miles.
- 618.** To the Great Northern Railway of Canada, for a line of railway from Garneau Junction to the Quebec bridge, not exceeding 70 miles.
- 619.** To the Halifax and South-western Railway Company, for a line of railway to Barrington Passage, in addition to and in continuation of the 77 miles mentioned in paragraph (b) of item 23 (567) of this section, not exceeding 35 miles.
- 620.** To the Lake Superior, Long Lake and Albany Railway Company, for a line of railway from Peninsula Harbour in a northerly direction, not exceeding 10 miles.
- 621.** To the Cumberland Railway and Coal Company, for a line of railway from Parrsboro' Station to Riverside Wharf, not exceeding 1 mile.
- 622.** To the Indian River Railway Company, for a line of railway from a point at or near the north end of Lake Megantic, thence southerly along the said lake to a point on the International Boundary, not exceeding 19 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say:—

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, \$50,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) upon the completion of the work subsidized ; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) with respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively ; all the lines and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1903, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridges so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in

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Council ; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce 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, 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 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,

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 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 Nominigue 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 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 ; 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 $3\frac{1}{2}$ 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 $1\frac{1}{2}$ 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 Debort Station, on the Intercolonial Railway, to Debort 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.

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By Act, 6-7 Edward, Cap 40, 1907, assented to 27 April, 1907.

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 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 :—

- 685.** To the Central Ontario Railway for an extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 4, not exceeding 40 miles.
- 686.** For a line of railway from Woodstock to the International Boundary in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 15, not exceeding 26 miles.
- 687.** 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, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 16, not exceeding 30 miles.
- 688.** For a line of railway from Liverpool to Milton, Nova Scotia, in lieu of part of the subsidy granted by Chapter 57 of 1903, Section 2, Item 23(d), not exceeding 7 miles.
- 689.** For a line of railway from Milton to Caledonia, Nova Scotia, in lieu of part of the subsidy granted by Chapter 57 of 1903, Section 2, Item 23(d), not exceeding 22 miles.
- 690.** For a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 24, not exceeding 37 miles.
- 691.** For a line of railway from a point on the Dominion Atlantic Railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 25, not exceeding 1 mile.
- 692.** 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, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 26, not exceeding 47 miles.
- 693.** 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 Yellowhead Pass, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 28, not exceeding 50 miles.
- 694.** For a line of railway from Fredericton to Woodstock, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 29, not exceeding 59 miles.
- 695.** For a line of railway from Hawkesbury, Ontario, to South Indian, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 30, not exceeding 35 miles.

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- 696.** 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, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 31, not exceeding 35 miles.
- 697.** To the Canadian Northern Ontario 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, in lieu of the subsidy granted to the James Bay Railway Company by Chapter 57 of 1903, Section 2, Item 39, not exceeding 265 miles.
- 698.** For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Canadian Northern Quebec Railway (formerly the Great Northern Railway) between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction passing through the Village of Brownsburg, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 49, not exceeding 4.2 miles.
- 699.** To the Orford Mountain Railway Company for the following lines of railway, namely:—from Bolton Line to Mansonville 7.54 miles; from Mansonville to the International Boundary 3.12 miles; from Windsor Mills to Brompton Falls 8 miles; from Melbourne Road Crossing to Melbourne Village 3.59 miles; and from a point on its main line of railway to the south of end of Bonella Lake 5 miles; in lieu of the subsidies granted by Chapter 57 of 1903, Section 2, Item 50, but not exceeding in the whole 27 miles.
- 700.** To the Canadian Northern Quebec 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, in lieu of the subsidy granted to the Chateaugay and Northern Railway Company by Chapter 57 of 1903, Section 2, Item 55, not exceeding 16 miles.
- 701.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 61, not exceeding 5 miles.
- 702.** To the Midway and Vernon Railway Company, for a line of railway from Midway to Vernon, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 69, not exceeding 150 miles.
- 703.** For a line of railway from a point at or near the north end of Lake Megantic, thence along the said lake to a point on the International Boundary at or near Rivière Morte, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 78, not exceeding 19 miles.
- 704.** For a line of railway from Wellington to or towards Union Bay by way of Alberni in lieu of the subsidy granted by Chapter 43 of 1906, Section 1, Item 6, not exceeding 55 miles.
- 705.** For a line of railway from Ste. Rose (or from Chimney Corner Coal Mines to a point at or near Chimney Corner Cove) thence via the east side of Lake Ainslie to or towards a point on the Intercolonial Railway at or near Orangedale, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove, or Inhabitants Bay or River, not exceeding 4 miles; in lieu of the subsidies granted by Chapter 43 of 1906, Section 1, Item 34.

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706. To the Klondike Mines Railway Company for the following lines of railway, namely :—

(a) for a line of railway from Dawson to a point at or near Sulphur Spring, not exceeding 31 miles ;

(b) for a line of railway from a point at or near Sulphur Spring to a point at or near the Divide between Dominion and Flat Creeks, not exceeding 45 miles ;

(c) for a line of railway from a point at or near the said Divide to or towards the Stewart River, not exceeding 8 miles ;

The whole in lieu of the subsidy granted by Chapter 43 of 1906, Section 1, Item 46.

707. For a line of railway from St. Peter's to Louisbourg, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 65, not exceeding 50 miles.

708. For a line of railway from Grandique Ferry, to Arichat, Nova Scotia, being a revote of the subsidy granted by Chapter 7 of 1901, Section 2, Item 15, not exceeding 8 miles.

709. For a line of railway from Connors, at the terminus of the Témiscouata Railway, to a point on the boundary line between New Brunswick and Quebec, at the foot of Bean Lake, being a revote of part of the subsidy granted by Chapter 7 of 1901, Section 2, Item 2, not exceeding 18 miles.

710. 2. Resolved, That the Governor in Council may grant, towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the subsidy granted by Chapter 57 of 1903, Section 3, Item 1, a subsidy of \$15,000.

3. Resolved, That in these Resolutions, 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.

4. Resolved, That 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 these Resolutions, 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 sections 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.

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5. Resolved, That 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 bridge respectively; all the lines and the bridge 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, 1907, 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 bridge shall be subject to the approval of the Governor in Council.

6. Resolved, 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 of 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 bridge hereby subsidized: Provided always that any decision of the said Board made hereunder may be at any time varied, changed, or rescinded by the Governor in Council, as he deems just and proper.

7. Resolved, That every company receiving a subsidy hereunder, its successors and assigns, and any person or company controlling or operating the railway or portion of railway hereby 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 received by the company hereunder.

8. Resolved, That as respects all railways and the bridge for which subsidies are granted hereby, 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. Resolved, That the Governor in Council may make it a condition of the grant of the subsidy herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridge and the rolling stock for the first equipment of the railway from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

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10. Resolved, That 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 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 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 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

7-8 EDWARD VII., A. 1908

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.
16374	Oct. 15, 1906	Bay of Quinté Ry. Co.	From Tweed to Bannockburn, Co. of Hastings.	Can., 1906, c. 43	Sept. 21, 1906..
16347	" 8, 1906	Halifax & South Western.	From point at or near Halifax to point at or near Barrington Passage, &c., in lieu of the 6S, 77 and 35 miles granted by cap. 57 of 1903.	Can., 1906, c. 43	" 21, 1906..
16371	" 10, 1906	Napierville Junction Ry. Co.	From St. Constant to point at or near International Boundary line on Delaware and Hudson Ry.	Can., 1906, c. 43	" 21, 1906..
16433	Nov. 24, 1906	Quebec and Lake St. John Ry. Co.	From Roberval to Govt. wharf at Lake St. John.	Can., 1906, c. 43	Oct. 17, 1906..
16496	Jan. 28, 1907	Quebec Central Ry....	From St. Francois to St. George..	Can., 1906, c. 43	" 12, 1906..
16295	Aug. 20, 1906	York and Carleton....	From its present terminus westerly	Can., 1903, c. 57	Nov. 3, 1905..

DEPARTMENT OF RAILWAYS AND CANALS
OTTAWA, August 3, 1907.

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1.

entered into during the Fiscal Year ended March 31, 1907.

AMOUNT OF SUBSIDY.		Number of Miles Subsidized.	Maximum Grade, Feet per Mile.	Radius of Curvature not less than	Width of Clearing each side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per linear yard.	Date for Completion.
Per Mile.	Not exceeding								
\$	\$		Feet.	Feet.	Feet.	Feet.	Feet.	Lb.	
3,200	6,400	20	28.5	955	50	20	15	56	Aug. 1, 1907.
3,200	6,400	185	80	764.49	50	20	15	56	" 1, 1908.
3,200	6,400	28	26	2,865	50	20	15	56	July 31, 1910.
3,200	6,400	1	92.4	410.28	50	20	15	56	Aug. 1, 1908.
3,200	6,400	9	52.80	955	50	20	15	56	Oct. 1, 1907.
3,200	6,400	5	63	573	33	20	15	56	Nov. 1, 1906.

HAZEN HANSARD,
Law Clerk.

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No. 2

CONTRACTS entered into during the Nine months forming the Fiscal Year ended
March 31, 1907.

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	General Description.
1906.			
16256	July 14.	Nova Scotia Steel and Coal Co., Ltd.	Deliver 83,840 pairs of steel splice bars at Trenton, N.S.
16257	" 17.	Farquhar Bros.....	Wiring of passenger station at Windsor, N.S.
16258	" 18.	Napoleon Dumont.....	Erect addition to freight shed at St. Henri Junction, Quebec.
16275	Aug. 3.	Rhodes, Curry & Co., Ltd.....	Deliver 200 hopper cars.
16278	" 4.	A. Beauchesne.....	Erecting hot water heating apparatus in station at Drummondville, Que.
16292	" 18.	Theodore Richard.....	Erection of cribwork, &c., at St. Alexis station, Que.
16306	" 27.	F. E. McManus.....	Erect heating and plumbing fixtures in baggage room at St. John, N.B.
16310	" 29.	E. F. Munro.....	Construct extension to freight shed, loading platform and erection of crane foundation at New Glasgow, N.S.
16313	" 27.	Canadian Bridge Co., Ltd.....	Construct bridges at Enfield, Elmsdale and Shubenacadie, N.S.
16319	Sept. 10.	J. B. McManus, Ltd.....	Filling pond east of railway station at Charlottetown.
16326	18.	E. A. Wallberg.....	Erect freight car repair shop at Moncton, N.B.
16349	Oct. 8.	Joseph Gosselin.....	Erect station at Chaudière, Que.
16350	" 8.	McNeil Bros.....	Erect freight shed at Iona, N.S.
16351	" 8.	S. W. Campbell.....	Remodel station at Pictou, N.S.
16352	" 8.	Rhodes, Curry & Co., Ltd.....	Erect planing mill at Moncton, N.B.
16353	" 8.	John McDougall & Co.....	Deliver 750 33-in. car wheels.
16367	Sept. 8.	J. B. McManus, Ltd.....	Erect station at Shediac, N.B.
16368	Oct. 10.	Cloutier & Gaudreau.....	Improvement at Drummondville, Que.
16375	" 20.	The Harris Abattoir Co., Ltd.....	Railway siding at Sydney, C.B.
16390	" 29.	E. A. Wallberg.....	Paint shop, repair shop and office building at Moncton, N.B.
16394	" 15.	Antigonish Electric Co.....	Wiring of station at Antigonish, N.S.
16395	Nov. 5.	J. W. Dobson.....	Raising wharf at Pictou Landing.
16415	" 5.	The Great North West Telegraph Co.	Provide, &c., wire from Moncton to Ottawa.
16451	Dec. 18.	A. Proulx.....	Erect freight house at St. Pierre, Que.
16452	" 20.	M. E. Keefe.....	Erect 36-stall engine house at Halifax, N.S.
16453	Nov. 20.	John Starr, Son & Co.....	Instal auxiliary fire alarm system in yards, &c., of Intercolonial Ry. at deep water terminus, Halifax.
16455	Dec. 7.	F. A. Ronnan & Co.....	Erect superstructure of a double track bridge over the Sackville river, near Bedford Station, N.S.
16458	" 29.	J. H. McKay.....	Erect combined station, dwelling and freight room at Pugwash Junction, N.S.
1907.			
16469	Jan. 8.	Willard Kitchen.....	Construct 50,000-gallon water tank and pipe line at Glengarry, N.S., and pipe line at Campbellton, N.B.
16475	Jan. 15.	John N. McElmon.....	Removal of freight shed at Windsor Junction, N.B.
16478	" 18.	Emil A. Wallberg.....	Erect locomotive shops at Moncton, N.B.
16479	" 15.	H. Boulay & Cie.....	Erect freight shed, &c., at Salmon Lake, Que.
16482	" 15.	Town of Rimouski.....	Supply water at Rimouski, Que.
16485	" 22.	Pictou Foundry and Machine Co.....	Supply and installation of a hot water heating apparatus in agent's dwelling at Pictou, N.S.
16488	" 24.	Galena Signal Oil Co.....	Supply Sibley Perfection Signation oil.
16489	" 24.	" " " " " " " " " " " " " "	Supply valve, coach, engine and car oils.
16493	" 8.	Dominion Bridge Co., Ltd.....	Erect bridge at Doaktown, N.B.
16494	" 22.	Willard Kitchen.....	Erect 50,000-gallon water tank at Sackville, N.B.
16497	" 28.	W. S. Wright.....	Improve station, enlarge freight shed and construct baggage room at Rothesay, N.B.
16498	" 28.	Chappell Bros. & Co., Ltd.....	Erect station, freight shed and platform at Sydney Mines, N.S.
16506	Feb. 18.	Willard Kitchen.....	Erect bridge at Boiestown, N.B.
16509	" 20.	W. P. McNeil.....	Deliver three through steel turntables.
16513	" 21.	Willard Kitchen.....	Grading and double tracking cotton factory branch, Halifax, N.S., &c.
16514	" 21.	" " " " " " " " " " " " " "	Excavation on west side of Water St., Halifax, N.S.

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CONTRACTS entered into during the Nine months, &c.—*Continued.*INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Date of Signature.	Contractors.	General Description.
	1907.		
16519	Feb. 19.	Rhodes, Curry & Co., Ltd.....	Delivery of two postal cars.
16523	Mar. 13.	Beazley Bros.....	Removal and dredging out of pier No. 9 at Halifax, N.S.
16528	" 12.	The Locomotive and Machine Co. of Montreal, Ltd.	Erect bridge at Boyer River.
16544	" 16.	Canada Foundry Co., Ltd.....	Bridges at Harbour au Bouche, &c.
16547	" 22.	Locomotive and Machine Co. of Montreal.	Bridges at Stewiacke, Truro, Hall's Creek and St. Henri.
16555	" 20.	Dominion Bridge Co., Ltd.....	Seventy-foot turntable for Newcastle, N.B.
16557	Feb. 20.	H. G. Hagen & Co.....	Provide hot water heating apparatus for freight office at Sydney, N.S.
16571	Mar. 30.	Thos. A. Barnhill & Co.....	Erect dwelling for station master at Riversdale, N.S.

PRINCE EDWARD ISLAND RAILWAY.

	1906.		
16259	July 5.	The Canadian Fairbanks Co., Ltd...	Delivery of a gasoline engine for the swing span of the Hillsborough Bridge.
16294	Aug. 18.	Willard Kitchen.....	Removal of Lake Verde Station and supplies of materials in connection therewith.
16314	" 27.	M. F. Schurman & Co.....	Deliver 8,100 lineal feet of portable snow fence..
16317	Sept. 10.	W. S. Kinnear & Son.....	Painting of bridges on Murray Harbour and Montague branches.
16319	" 10.	J. B. McManus, Ltd.....	Filling pond east of railway station at Charlottetown.
16325	" 10.	J. M. Clark and D. R. Morrison....	Erection and completion of three-stall engine house at Summerside, P.E.I.
16354	Oct. 8.	Canadian Locomotive Co., Ltd.....	Deliver two 10-wheel narrow gauge locomotives.
16369	Oct. 10.	D. R. Morrison.....	Construct drain at Alberton, P.E.I.
16379	" 23.	Bruce Stewart & Co.....	Supply turning and operating gear for swing span of Hillsborough Bridge.
16416	Nov. 9.	Reid & Archibald.....	Erect cribwork rest piers for swing span of Hillsborough Bridge.
16418	" 12.	E. A. Wallberg.....	Erect brick car shop at Charlottetown, P.E.I.
	1907.		
16464	Jan. 5.	"	Construct erecting machine and blacksmith shop at Charlottetown.
	1906.		
16480	Dec. 20.	Provincial Government.....	For operation in respect to highway use of Hillsborough Bridge.
	1907.		
16482	Jan. 21.	M. F. Schurman & Co.....	Remove and remodel old station at Kensington, P.E.I.

CHAMBLY CANAL.

	1907.		
16499	Jan. 12.	Montreal Light, Heat and Power....	Agreement to settle all claims made by His Majesty against company consequent upon damages done to canal electric power-house.

GALOPS CANAL.

	1906.		
16420	Nov. 20.	George A. Begy.....	Rebuilding retaining walls at Iroquois, Ont.

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CONTRACTS intered into during the Nine months, &c.—*Continued.*

GRENVILLE CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description.
	1907.		
16501	Feb. 8..	The Phoenix Bridge and Iron Works, Ltd.	Erect bridge over canal at Grenville, Que.

LACHINE CANAL.

	1906.		
16262	July 6..	Lakefield Portland Cement Co.....	Supply 3,000 barrels of cement.
16417	Nov. 14..	Quinlan & Robertson.....	Grading and finishing surface on north side of lock 2.
	1907.		
16508	Feb. 20..	C. Strubbe.....	Supply 3,000 barrels of Portland cement.
16518	Mar. 4..	Quinlan & Robertson.....	Underpinning old masonry wall and constructing new concrete wall at Montreal Warehousing Co. basin No. 2.

RIDEAU CANAL.

	1907.		
16492	Jan. 22..	Polson Iron Works, Ltd.....	Deliver 80-foot screw tug.
16495	" 15..	Canada Atlantic Railway Co.....	Agreement varying certain leases.
16554	Mar. 28..	Polson Iron Works, Ltd.....	Electric lighting equipment for 80-foot screw tug.

SAULT STE. MARIE CANAL.

	1906.		
16324	Sept. 4..	Kenneth McK. Wright.....	Construct sidewalk along walls of Canadian Sault Canal lock.
16396	Nov. 5..	" "	Erect shelter and lunch house, Sault Ste. Marie, Ont.
	1907.		
16474	Jan. 14..	C. S. Boone.....	Stone protection bank or backing to the new extension to the south pier at the upper entrance of canal.
16521	Mar. 11..	"	Deepen and widen channel way of upper entrance.

SOULANGES CANAL.

	1906.		
16428	Nov. 22..	Theodore Belanger.....	Erect three cottages at Coteau du Lac.
16449	Dec. 17..	Quinlan & Robertson.....	Erect wharf at Cascades Point, Que.

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CONTRACTS entered into during the Nine months, &c.—*Concluded.*

TRENT CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description
1906.			
16260	July 4..	Lakefield Portland Cement Co., Ltd.	Supply 1,000 barrels Portland cement.
16316	Aug. 30..	The Lake Simcoe Dredging Co.....	Improve east branch of Holland River.
16328	28..	Dominion Bridge Co., Ltd.....	Erect swing bridge at Young's Point.
16381	Oct. 12..	"	Erect swing bridge over Holland River.
16437	Dec. 1..	D. Conroy & Sons.....	Construct substructure of Holland River bridge.
1907.			
16532	Mar. 15..	Polson Iron Works, Ltd.....	Construct and delivery of an 80-foot screw tug.

WELLAND CANAL.

1906.			
16293	Aug. 18..	Joseph Battle.....	Placing stone protection along certain portions of summit level between Thorold and Port Colborne.
16321	Sept. 10..	M. J. Hogan.....	Constructing a turning basin and dock at Welland.
16346	Oct. 8..	Peter Lyall & Sons.....	Construct grain elevator at Port Colborne, Ont.
16348	" 8..	Cunningham & Sons.....	Iron gears and pinions for hoisting valves, 1906.
16392	" 15..	Edward Conroy.....	Renew a portion of east pier at Port Maitland, Ont.
1907.			
16502	Feb. 18..	J. H. Kratz & Co.....	Supply timber, lumber, &c., for 1907.
16535	Mar. 16..	Cunningham & Son.....	Iron, brass and phosphor bronze castings for 1907.

HAZEN HANSARD,
*Law Clerk.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 3, 1907.

7-8 EDWARD VII., A. 1908

No.

WATER POWER and other Public Property leased by the Department of Railways and
INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
1906.			
16298	Aug. 13.	Le Crédit Municipal Canadien.....	Privilege to lay 6-in. water pipe across lands and under tracks of I.C.R. at St. Romuald, P.Q.....
16301	" 27.	Canada Ry. News Co.....	License to sell on all passenger trains and at certain stations, newspapers, books, &c.....
16329	Sept. 20.	F. L. Fairweather.....	License to place automatic match vending machine in some station buildings of I.C.R.....
16360	Oct. 8.	Wm. F. Napier.....	Land west of Campbellton, N.B.....
16363	" 8.	Town of Stellarton.....	Privilege to lay 12-in. sewer pipe under tracks at Main Street.....
16370	" 10.	H. S. Gregory & Son.....	Land at St. John, N.B.....
16375	" 20.	The Harris Abattoir Co., Ltd.....	Railway siding at Sydney, C.B.....
16383	" 19.	Wm. H. Baxter.....	Land at Norton, N.B.....
16385	" 24.	D. M. Grant.....	Privilege to lay and maintain water pipe across lands and under tracks of I.C.R. at Eureka, N.S.....
16423	Nov. 20.	Tudhope Carriage Co.....	Land at Hopewell, N.S.....
16424	" 12.	Hattie O. Chapman.....	Land at Stewiacke, N.S.....
16425	" 12.	Geo. L. Tullock.....	Land at Elmsdale, N.S.....
16439	Dec. 1.	Geo. Dumont.....	Land at Rogersville, N.B.....
16442	" 5.	Town of Sydney.....	Privilege to lay 18-in. drain pipe at Sydney, N.S.....
16465	" 27.	I. B. Shafner & Co.....	Land at Elmsdale, N.S.....
1907.			
16511	Feb. 8.	K. Lord.....	Privilege to lay drain pipe at L'Islet, Que.....
16515	" 27.	Chas. Love.....	Privilege to lay 1-in. water pipe two miles east Marysville, N.B.....
16516	" 20.	J. H. Hewson and A. A. Jones.....	Land at Amherst, N.S.....
16520	March 6.	Walter C. Bishop.....	Privilege to lay and maintain an 8-in. sewage pipe at Dartmouth, N.S.....
16526	" 11.	T. Ouellette.....	Land at St. Eloi Station, Que.....
16533	" 6.	Town of Dartmouth.....	Privilege to lay 20-in. sewer pipe under tracks at King Street.....
16551	" 25.	James Barelay.....	Land at Lansdowne, N.S.....
16552	" 25.	Jno. Fenderson & Co.....	Land at Sayabec, P.Q.....
16560	" 1.	Saunderson Manufacturing Co., Ltd.....	Land at Sydney, N.S., and privilege to lay 1½-in. pipe across I.C.R.....
PRINCE EDWARD			
1906.			
16318	Sept. 10.	Charlottetown Steam Navigation Co. Ltd.....	Land at Summerside, P.E.I.....
16362	Oct. 8.	Dept. Marine and Fisheries.....	Pt. of wharf at Georgetown.....
CHAMBLY			
1906.			
16443	Dec. 7.	Francois Toupin.....	Land in Chamby Basin Village.....

SESSIONAL PAPER No. 20

3.

Canals during the Nine months forming the Fiscal Year ended March 31, 1907,

RAILWAY.

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	5 00	Jan. 1..	Jan. 1, 1906
.....		5 years.....	May 1, 1906	8,000 00	Monthly...	Monthly.
.....		3 years.....	Sept. 1, 1906	25 p. c. gross receipts to Ry., 10 p. c. gross receipts to agents.		
3.70 acres.....		During pleasure..	July 1, 1906	1 00	July 1..	July 1, 1906
.....		"	July 1, 1906	1 00	" 1..	" 1, 1906
6,900 sq. ft.....		"	March 1, 1906	25 00	March 1..	March 1, 1906
.....		"	Sept. 1, 1906	5 00	Oct. 1..	Sept. 1, 1906
320 sq. ft.....		"	Sept. 1, 1906	2 00	Sept. 1..	Sept. 1, 1906
.....		"	July 1, 1906	1 00	July 1..	July 1, 1906
1,500 sq. ft.....		"	Sept. 1, 1906	5 00	Sept. 1..	Sept. 1, 1906
.....		"	July 1, 1906	2 00	July 1..	July 1, 1906
370.....		"	July 1, 1905	1 00	July 1..	July 1, 1905
5,200 sq. ft.....		"	Nov. 1, 1906	5 00	Nov. 1..	Nov. 1, 1906
.....		"	July 1, 1906	1 00	July 1..	July 1, 1906
729, 1,500.....		"	July 1, 1906	5 00	" 1..	" 1, 1906
.....		"	Dec. 1, 1906	1 00	Dec. 1..	Dec. 1, 1906
.....		"	July 1, 1906	1 00	July 1..	July 1, 1906
1,150 sq. ft.....		"	Jan. 1, 1907	5 00	Jan. 1..	Jan. 1, 1907
.....		"	July 1, 1906	1 00	July 1..	July 1, 1906
1,560 sq. ft.....		"	Jan. 1, 1907	5 00	Jan. 1..	Jan. 1, 1907
.....		"	Jan. 1, 1907	5 00	" 1..	" 1, 1907
476 sq. ft.....		"	Dec. 1, 1906	1 00	Dec. 1..	Dec. 1, 1906
5,174 sq. ft.....		"	Sept. 1, 1906	5 00	Sept. 1..	Sept. 1, 1906
40 sq. ft.....		"	Jan. 1, 1907	5 00	Jan. 1..	Jan. 1, 1907

ISLAND RAILWAY.

1,904 sq. ft.....	During pleasure..	Aug. 15, 1905	100 00	Aug. 15..	Aug. 15, 1905
1,050 sq. ft.....	"	Dec. 1, 1905	1 00	Dec. 1..	Dec. 1, 1905

CANAL.

400 sq. ft.....	During pleasure..	Nov. 1, 1906	1 00	Nov. 1..	Nov. 1, 1906
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7-8 EDWARD VII., A. 1908

WATER POWER and other Public Property leased by the Department of Railways and

CORNWALL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
1906.			
16361	Oct. 8.	Sisters of Hotel Dieu,.....	Pts. lots 12 and 13, 1st con., tp. Cornwall, Ont.
16426	Nov. 5.	Bell Telephone Co. of Canada, Ltd..	Privilege to erect and maintain telephone line between waterworks power-house and Ottawa & New York Ry. Co's bridge.....
16427	" 5.	" "	Privilege to erect and maintain telephone line across canal, and from King's highway to St. Lawrence river, &c.....

LACHINE

1906.			
16267	July 24.	The Simplex Ry. Appliance Co. of Canada, Ltd.....	Privilege to lay and maintain an 8-in. water pipe, and draw water from canal.....
16315	Aug. 30.	T. Préfontaine & Co.....	Land adjacent to Brewster's bridge, Montreal.....
16356	Oct. 8.	Grand Trunk Ry. Co.....	Privilege to lay siding on north bank to premises of Standard Chemical Co.....
16357	" 8.	" "	Privilege to lay an 8-in. pipe above Côte St. Paul bridge, and draw water, &c.....
16558	" 8.	Montreal Rolling Mills Co.....	Land on north side of Canal near Brewster's Bridge...
16359	" 8.	" "	"
16372	" 10.	Town of Lachine.....	Pt. of south bank of Old Canal.....
16421	Nov. 3.	G.T. Ry. Co. of Canada.....	Privilege to lay, maintain and operate 6 sidings on N. bank of canal east of Atwater Ave., Montreal....
16466	Dec. 20.	Dominion Wire Mfg. Co., Ltd.....	Land on long pier on S. side of canal entrance at Lachine.....
1907.			
16473	Jan. 8.	T. M. Fox.....	Privilege to lay 2-in. pipe from canal to Cad. lot 3601, Par. Montreal and privilege to draw water.....
1906.			
16477	Dec. 28.	Patrick McCrory.....	Lot 17, St. Gabriel Basin No. 3, St. Ann's Ward Montreal.....
16484	" 28.	F. Robertson.....	Lot 21, St. Gabriel Basins 2 and 3, St. Ann's Ward, Montreal.....
1907.			
16512	Jan. 31.	J. B. Bonhomme.....	Land on S. side of canal, St. Gabriel Ward Ward.....
16517	Feb. 21.	Pure Ice Co., Ltd.....	Land on N.W. side of canal, near Brewster's bridge...
16525	" 25.	Montreal Water & Power Co.....	Privilege to lay double line of 36-in. pipe in St. Henri.
16529	March 6.	J. Laberge.....	Land on S. side canal, St. Gabriel Ward, Montreal....
16530	" 15.	R.O. & A.B. MacKay.....	Land on N. side of Lower Basin No. 1.....
16531	Feb. 23.	The Royal Insurance Co.....	Offices in Lessor's building, Montreal.....

RIDEAU

1907.			
16495	Jan. 15.	Can. Atlantic Ry. Co.....	Agree, varying Leases Nos. 12050, 12051, 12162, and 12554.....
16546	March 22.	Rowan, Birkett & Chisholm.....	Privilege to dredge from bed of water of canal.....

SAULT STE.

1906.			
16384	Oct. 24.	Sault Ste. Marie Bridge Co.....	Two parcels land on St. Mary Island, District of Algoma, Ont., with right of working bridge.....

SESSIONAL PAPER No. 20

Canals during the Nine months forming the Fiscal Year ended March 31, 1907—*Con.*

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.			
				Annual Rental.	Due each Year.	First Instalment Due.	
				\$ cts.			
19.65 acres.....		During pleasure..	July 1, 1906	1 00	July 1..	July 1, 1906	
.....		" ..	Sept. 1, 1906	5 00	Sept. 1..	Sept. 1, 1906	
.....		" ..	" 1, 1906	2 00	" 1..	" 1, 1906	

CANAL.

.....		During pleasure..	July 1, 1905	360 00	July 1..	July 1, 1905	
29,655 sq. ft.....		" ..	Aug. 1, 1906	311 37	Aug. 1..	Aug. 1, 1906	
.....		19 years.....	July 1, 1906	18 45	July 1..	July 1, 1906	
.....		During pleasure..	Jan. 1, 1906	10 00	Jan. 1..	Jan. 1, 1905	
11,950 sq. ft.....		" ..	Sept. 1, 1906	250 00	Sept. 1..	Sept. 1, 1906	
300 sq. ft.....		" ..	1, 1906	5 00	" 1..	" 1, 1906	
.....		" ..	May 1, 1906	1 00	May 1..	May 1, 1906	
.....		19 years.....	July 1, 1906	10 00	July 1..	July 1, 1906	
3,000 sq. ft.....		During pleasure..	Dec. 1, 1906	25 00	Dec. 1..	Dec. 1, 1906	
.....		" ..	Jan. 1, 1907	30 00	Jan. 1..	Jan. 1, 1907	
.....		" ..	Aug. 1, 1907	211 40	Aug. 1..	Aug. 1, 1907	
16,912 sq. ft.....		" ..	May 1, 1907	174 40	May 1..	May 1, 1907	
.....		2 years.....	Jan. 1, 1907	144 40	Jan. 1..	Jan. 1, 1907	
9,650 sq. ft.....		During pleasure..	Dec. 1, 1906	222 00	Dec. 1..	Dec. 1, 1906	
5,550 sq. ft.....		" ..	Jan. 1, 1907	10 00	Jan. 1..	Jan. 1, 1907	
.....		" ..	1, 1907	96 00	" 1..	" 1, 1907	
6,000 sq. ft.....		" ..	Sept. 1, 1906	586 20	Sept. 1..	Sept. 1, 1906	
19,450 sq. ft.....		5 years.....	May 1, 1907	2,200 00	Quarterly..	Aug. 1, 1907	

CANAL.

.....		21 years.....	Jan. 1, 1904	500 00	July 1..	July 1, 1907	
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MARIE CANAL.

0.576, 1.483 ac.....		21 years.....	May 1, 1899	20 00	May 1..	May 1, 1899	
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7-8 EDWARD VII., A. 1908

WATER POWER and other Public Property leased by the Department of Railways and

SOULANGES

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1906.		
16382	Oct. 23..	Louis Giroux.....	Land, lots Nos. 235 and 240, Par. of St. Ignace, Co. of Soulanges, Que.....
	1907.		
16524	Jan. 31..	N. and A. Bourbonnais.....	Pt. Cad. lot 130, Par. St. Ignace de Coteau du Lac, Co. of Soulanges, Que., &c.....

TRENT

	1906.		
16376	Oct. 15..	R. H. Quinn.....	Lease of $\frac{1}{2}$ acre of land, part of lot 32, 8th Con. Tp. of Eldon, Co. of Victoria, Ont., and privilege of taking stone piled thereon.....
16377	" 15..	Jas. Davidson.....	Lease of land, Pt. of lot 32, 8th Con., Tp. of Eldon, Co. of Victoria, Ont.....

WELLAND

	1906.		
16261	July 23..	Canadian Colored Cotton Mills Co., Ltd.....	Certain canal reserve land in the Town of Merritton together with surplus water.....
16302	Aug. 27..	Edward Hughes.....	Part of lot No. 26 in the 5th Con. of Tp. of Crowland, Co. of Welland.....
16303	" 18..	M. Beatty & Sons, Ltd.....	Part of lot No. 26 in 5th Con. of Tp. of Crowland, Co. of Welland.....
16365	Oct. 10..	Ontario Power Co. of Niagara Falls.....	Privilege to erect power transmission line in Tp. of Thorold, Ont., and to cross canal at several points between Allanburg and Port Colborne, and 8 par. land.....
16378	" 23..	R. W. Leonard.....	Land in City St. Catharines, being part of lot 19, Con. 6, Tp. of Grantham, Ont.....
16380	" 24..	The Thorold Natural Gas Co.....	Privilege to lay and maintain a 4-in. gas pipe across old canal on line of Albert St., Thorold, Ont.....
16434	Nov. 24..	Thos. Lannon.....	Land, part of lot 27, Con. 1, Tp. of Humberstone, Co. of Welland, Ont.....
16435	" 24..	Can. Niagara Power Co.....	Privilege to carry transmission power cables across Chippawa Creek.....
16438	Dec. 1..	Hon. R. Harcourt.....	Land on S. side of West Main St., Welland, Ont.....
16446	Nov. 20..	City of St. Catharines.....	Privilege to lay, &c., 6-in. water main along S. side of Old Canal.....
16486	Dec. 20..	Erie Telephone Co., Ltd.....	Privilege to erect telephone line between Byng and Dunnville, and bridge over Grand River, and to lay submarine cable across Feeder.....
	1907.		
16527	March 2..	D. Carter.....	Pts. lot 28, 1st Con., Tp. Humberstone, Co. Welland, Ont.....
16539	" 16..	Can. Portland Cement Co.....	Land in Pt. Colborne, Ont.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 3, 1907.

SESSIONAL PAPER No. 20

Canals during the Nine months forming the Fiscal Year ended March 31, 1907—*Con.*

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
				\$ cts.		
18 acres.....		During pleasure..	Sept. 1, 1906	16 00	Sept. 1..	Sept. 1, 1906
3 00, 6'50 acres.....		1st parcel, during pleasure. 2nd parcel, 21 years.	Nov. 1, 1906	57 00	Nov. 1..	Nov. 1, 1906

CANAL.

1'61 acres.....		During pleasure..	Sept. 1, 1906	20 00	Sept. 1..	Sept. 1, 1906
1'61 acres.....		" ..	" 1, 1906	20 00	" 1..	" 1, 1906

CANAL.

.....		21 years.....	July 1, 1902	£120 00	Jan. & July	
0'22 acre.....		During pleasure..	Aug. 1, 1906	10 00	Aug. 1..	Aug. 1, 1906
1'45 acres.....		" ..	" 1, 1906	100 00	" 1..	" 1, 1906
.....		10 yrs. renewable.	Sept. 1, 1906	100 00	Sept. 1..	Sept. 1, 1906
0'21 acre.....		During pleasure..	" 1, 1906	5 00	" 1..	" 1, 1906.
.....		" ..	April 1, 1906	10 00	April 1..	April 1, 1906
0'34 acre.....		" ..	Nov. 1, 1906	25 00	Nov. 1..	Nov. 1, 1906
.....		" ..	" 1, 1906	1 00	" 1..	" 1, 1906
0'02 acre.....		" ..	Dec. 1, 1906	15 00	Dec. 1..	Dec. 1, 1906
.....		" ..	Nov. 1, 1906	5 00	Nov. 1..	Nov. 1, 1906
.....		" ..	Sept. 1, 1906	5 00	Sept. 1..	Sept. 1, 1906
0'24, 0.46 ac....		" ..	Jan. 1 1907	10 00	Jan. 1..	Jan. 1, 1907
11'20 acres.....		21 yrs. renewable.	March 1, 1907	134 40	March 1..	March 1, 1907

HAZEN HANSARD,
Law Clerk.

No.

PROPERTY CONVEYED to the Department of Railways and Canals and Letters Patent

CANADIAN PACIFIC

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1905.		
*16387	Jan. 31.	Ashton W. Spilsbury.....	Part of W. subdivision, lot 326, township 11.....
	1904.		
*16388	Dec. 9.	Francis A. Spilsbury.....	Lots 27, 28 and 29 in town of Port Moody, being W. subdivision of lot 326, township 11.

INTERCOLONIAL

	1906.		
*16304	June 15.	P. M. Duggan, <i>et ux.</i>	Land at.....
*16307	" 11.	Jos. R. Henderson, <i>et ux.</i>	".....
	1904.		
*16308	Sept. 29.	The Alex. Gibson Ry. & Mfg. Co.	The Canada Eastern Ry.....
*16309	" 29.	".....	Rights to take water and ballast along line of Canada Eastern Ry.
	1906.		
*16311	May 28.	The Eastern Trust Co. (adm. of late T. F. Jenkins).	Land on N. side of Upper Water Street.....
*16331	" 5.	Noel Paré.....	Part lot 141.....
	1905.		
*16393	May 31.	Ed. M. Wilson.....	Land on S. side of Gray's Lane.....
	1906.		
16429	July 27.	Geo. Shaffer.....	Land on W. side of Upper Water St.
16430	" 28.	S. J. Lawrence.....	Land at.....
16462	Oct. 10.	Caroline Smith.....	Land in rear of Lockman St.....
16481	July 9.	Dan. L. McPhee, <i>et ux.</i>	Land in.....
16510	Sept. 4.	A. P. E. Parent.....	Part lot 586.....
16540	Oct. 27.	Wm. S. Cunard, <i>et al.</i>	Land on E. side of Campbell Road.....
16541	" 25.	A. M. Bell, <i>et ux.</i>	Land in rear of Upper Water St.....
16542	Nov. 5.	Jno. Townshend.....	Land on E. side of Windsor St.....
	1907.		
16613	Feb. 28.	Ed. Kiegan, <i>et ux.</i>	Land between.....
16614	Mar. 12.	Henry Vickers, <i>et ux.</i>	Land at.....
16637	" 7.	G. B. Terran.....	".....
16639	" 7.	".....	Farm crossing at.....
16655	Feb. 13.	Jno. J. Robertson.....	Land in.....
16667	Mar. 22.	Thos. Ritchie, <i>et al.</i>	Land at.....

PRINCE EDWARD

	1906.		
16472	Oct. 5.	A. J. Carruthers.....	Part lot 19.....
16653	Dec. 27.	Jno. G. McDonald.....	Land at.....

* Too late for last year's report.

SESSIONAL PAPER No. 20

4.
 granted during the Nine months forming the Fiscal Year ended March 31, 1907.

RAILWAY.

District.	County.	Area.	Amount.	Remarks.
			\$ cts.	
New Westminster.....		5.88 acres...	1 00	
"		5.88 " ...	1,201 39	

RAILWAY.

Lakeview.....	Halifax, N.S.....	4.3 acres...	1,182 50	
Halifax.....	"	34.78 " ...	45,400 00	
			800,000 00	
			1 00	
Halifax.....	Halifax, N.S.....	10,117 sq. ft.....	1,800 00	
Ste. Helene Parish.....	Bagot, Que.....	16,779 "	200 00	
Halifax.....	Halifax, N.S.....	2,911 "	1,300 00	
"	"	828 "	1,600 00	
Fort Lawrence.....	Cumberland, NS.....	0.88 acre....	123 20	
Halifax.....	Halifax, N.S.....	1,216 sq. ft.....	350 00	
North Sydney.....	Cape Breton, N.S.....	10,758 "	500 00	
Notre Dame de Liesse de la Rivière Ouelle Parisl..	Kamouraska, Que.....	2.53 acres....	65 00	
Halifax.....	Halifax, N.S.....	0.096 " ...	250 00	
"	"	5,712 sq. ft.....	7,500 00	
"	"	26,000 "	3,000 00	
N. Sydney & Sydney Mines	Cape Breton, N.S.....	500 "	150 00	
Sydney Mines.....	"	3,294 "	150 00	
Bedford.....	Halifax, N.S.....	0.1 acre....	100 00	
"	"	"	250 00	
Sydney Mines.....	Cape Breton, N.S.....	2,108 sq. ft.....	100 00	
Bedford.....	Halifax, N.S.....	0.03 acre....	50 00	

ISLAND RAILWAY.

	Prince, P.E.I.....		150 00	
Vernon River Bridge.....	Queen's, P.E.I.....	9 acres.....	1,100 00	

7-8 EDWARD VII., A. 1908

PROPERTY CONVEYED to the Department of Railways and Canals and Letters Patent

RAPIDE PLAT

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1906.		
16468	Dec. 31.	His Majesty to Mary E. Robertson.	Parts W. $\frac{1}{2}$ lot 7 and E. $\frac{1}{2}$ lot 8, concession 1.

SAULT STE. MARIE

	1906.		
16461	Dec. 12.	Ontario Govt. to Govt. of Canada.	Two parcels of land covered with water.

TRENT

	1906.		
16389	Sept. 10.	Toronto University.	Part lot 15 in concession 12.
*16448	Jan. 22.	United Counties of Northumber- land and Durham, <i>et al.</i>	'Bensfort,' 'Wallace Point,' 'Hastings' and 'Trent' or 'Narrows' swing bridges.
16505	July 5.	Public Works Dept. to Railways and Canals Dept.	Control of works at Chisholm's Rapids, &c.

* Too late for last year's report.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 3, 1907.

SESSIONAL PAPER No. 20

granted during the Nine months forming the Fiscal Year ended March 31, 1907—*Con.*

CANAL.

District.	County.	Area.	Amount.	Remarks.
			\$ cts.	
Matilda Township.....	Dundas, Ont.....	3.35 acres.....		Letters patent.

CANAL.

Sault Ste. Marie.....	Algoma, Ont.....	50 ac., 5 ac.		Order in Council.
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CANAL.

Seymour Township.....	Northumberland, Ont.....		200 00	
S. Monaghan Tp., Hastings Village and Seymour Tp.		1 00	

HAZEN HANSARD,
Law Clerk.

7-8 EDWARD VII., A. 1908

No. 5.

DAMAGES released to the Department of Railways and Canals during the Nine months forming the Fiscal Year ended March 31, 1907.

INTERCOLONIAL RAILWAY.

No. of Re-lease.	Date of Signature.	Grantor.	Description.	Amount.
	1906.			\$ cts.
16277	July 17.	A. Guimont, <i>et al.</i>	Damages for injuries sustained.	200 00
16441	Oct. 2.	Henrietta O'Dell.	Damages to house No. 17, Gray's Lane, Halifax, N.S.	250 00
16467	Dec. 26.	R. G. & Wm. Hood.	From any damage, &c., that may arise when travelling on engines and vans.	

CHAMBLY CANAL.

	1906.			
16386	Aug. 4.	Cecile Briggs.	Damages by water to 184 arpents of land, lot No. 217, parish of St. Luc, Co. of St. John's, Que.	2,000 00
16463	Dec. 26.	Ambrose Kinney.	Damages sustained by boat <i>R. I. Patrick</i> while passing through Chambly Canal.	20 00

CULBUTE CANAL.

	1906.			
16296	Aug. 4.	Patrick J. Cully, <i>et al.</i>	Damages by flooding to W. $\frac{1}{2}$ lot 35 and lots 36 and 37 in E. range of Allumette Island.	420 00

SOULANGES CANAL.

	1906.			
*16297	Mar. 1.	Amable Clement.	Damages to parts lots 427 and 428, parish of St. Joseph de Soulanges, Co. of Soulanges, Que.	80 00

TRENT CANAL.

	1906.			
*16397	Feb. 5.	Catherine Conroy.	For damage by water in city of Peterborough, Ont., lot 20, W. of Concession St.	350 00
*16398	" 20.	Mary Jane McQua.	For damages by water in city of Peterborough, Ont., lot 57, W. of Rogers.	600 00
	1905.			
*16399	Aug. 22.	Eliza L. Beattie.	For damages by water in city of Peterborough, Ont., lot 18, in Ashburnham.	150 00
*16400	" 21.	Nellie Courtenay.	For damages by water in city of Peterborough, Ont., lot N. $\frac{1}{2}$ 16, in Ashburnham.	250 00

* Too late for last year's report.

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Nine months forming the Fiscal Year ended March 31, 1907—*Concluded.*

TRENT CANAL—*Concluded.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1906.			\$ cts.
*16401	Feb. 2.	Jas. Ballantyne, <i>et ux.</i>	For damages by water, city of Peterborough, Ont., lot 15, W. of Concession and N. of Maria.	500 00
*16402	" 2.	William Campbell.....	For damages by water, city of Peterborough, Ont., S. $\frac{1}{2}$ of lot 16, W. of Concession.	250 00
*16403	" 19.	Charles Noyes, <i>et ux.</i>	For damages by water, city of Peterborough, Ont., lot 18.	250 00
*16404	" 20.	Annette Dover, <i>et al.</i>	For damages by water, city of Peterborough, Ont., lots 60, 61, 62, W. of Rogers and N. of Maria.	500 00
*16405	Mar. 8.	James May, <i>et ux.</i>	For damages by water, city of Peterborough, Ont., lot 21, N. of Maria and W. of Concession.	500 00
*16406	" 12.	David Dennie, <i>et ux.</i>	For damages by water, city of Peterborough, Ont., block 'W,' E. of Concession.	1,000 00
*16407	Jan. 16.	Martin Hobbins.....	For damages by water, city of Peterborough, Ont., lot 9, W. of Concession and S. of Maria.	200 00
*16408	Mar. 16.	R. F. McWilliams, <i>et ux.</i>	For damages by water, city of Peterborough, Ont., lots 63, 64 and 65, S. of Maria and W. of Concession.	150 00
*16409	Feb. 20.	William Henthorn.....	For damages by water, city of Peterborough, Ont., lot 25, E. of Rogers St.	150 00
*16410	Mar. 10.	Janet Moffat, <i>et al.</i>	For damages by water, city of Peterborough, Ont., lot 59, township of Douro.	350 00
*16411	Feb. 28.	Elizabeth Arnow.....	For damages by water, city of Peterborough, Ont., lot 10, S. of Maria and W. of Concession.	400 00
*16412	" 23.	John Henthorn, <i>et ux.</i>	For damages by water, city of Peterborough, Ont., lot 25, E. of Rogers St.	350 00
*16413	" 3.	Wm. Beattie, <i>et ux.</i>	For damages by water, city of Peterborough, Ont., lot 17, W. of Concession St.	550 00
*16414	" 16.	A. J. Kidd, <i>et ux.</i>	Damage by water to part lots 16 and 17, concession 8, township of Douro, Ont.	323 72
16432	Oct. 30.	Mark Curtis, <i>et al.</i>	Damages by water to four parcels of land in township of Otonabee, Co. of Peterborough, Ont., and to lumber, machinery and brickyard thereon.	4,898 00
16454	Dec. 20.	Ronald McKay.....	Damages consequent upon loss of a heifer by drowning in Trent Canal.	40 00
*16543	Jan. 5.	Margaret Cleary, <i>et al.</i>	Damages to parts lot 3, concession 12, township of Douro, Co. of Peterborough, Ont.	50 00
*16587	Jan. 23.	Dan. Maloney, <i>et ux.</i>	Damages to part lot 9, concession 10, township of Douro, Co. of Peterborough, Ont.	35 00
16604	Dec. 13.	Jno. McLean, <i>et al.</i>	Damages to part lot 57, W. of Rogers St., Peterborough, Ont.	150 00

* Too late for last year's report

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 3, 1907.

HAZEN HANSARD,
Law Clerk.

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DEPARTMENT OF RAILWAY AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1906

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1907

OTTAWA, August 8, 1907.

M. J. BUTLER, Esq.,

Deputy Minister of Railways and Canals.

DEAR MR. BUTLER :—Hitherto it has been the practice to publish the statistics in relation to canals a year later than their actual date. Two reasons in chief actuated this course : First, the calendar year was used, as it still is, for figures relating to navigation ; second, certain data supplied by American Boards of Trade with respect to waterways traffic were not available until the latter part of the succeeding year. In this situation you instructed me to have the statistical matter prepared in time for the report to be laid before Parliament at the session immediately following the year to which it related. I have acted accordingly, and during the next sitting of the House of Commons the Canal Statistics for the year 1906 and also for the year 1907 will be presented. In future the report will be published within three months after the close of the calendar year.

I have thought it well to prepare a digest of some of the more important statistics with regard to the traffic which has passed through Canadian canals. The following table will be of interest :—

STATEMENT of total Freight passed through the Canals, for the following Years :

Years.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	
1887.....	386,648	1,154,424	138,692	202,563	151,805	192,528	86,374	457,482	713,519	2,006,997	2,720,516
1888.....	359,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,597
1889.....	384,777	1,156,306	122,295	198,497	207,224	300,193	81,243	603,311	855,529	2,258,367	3,113,896
1890.....	369,593	1,137,011	144,368	133,188	216,813	320,324	58,769	533,021	789,505	2,123,542	2,913,047
1891.....	370,120	1,155,247	103,814	123,193	248,188	307,958	50,747	543,259	772,869	2,129,637	2,902,526
1892.....	327,560	1,322,137	173,538	135,787	241,034	302,983	47,306	481,301	780,928	2,242,208	3,031,736
1893.....	351,706	1,344,822	214,076	141,602	247,329	383,769	54,912	506,773	868,023	2,678,966	3,546,989
1894.....	299,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895.....	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	3,336,078
1896.....	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117,535	867,040	1,867,792	6,123,281	7,991,073
1897.....	273,387	1,713,274	268,700	187,360	669,112	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967
1898.....	263,989	1,819,887	187,253	98,967	829,598	2,425,121	81,615	912,125	1,362,365	5,236,110	6,618,475
1899.....	296,208	1,833,412	296,364	115,133	732,030	2,129,988	123,678	727,111	1,420,280	4,805,644	6,225,924
1900.....	312,201	1,632,915	270,033	81,714	568,197	1,339,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901.....	340,805	1,686,094	268,449	201,231	567,207	1,801,696	177,715	682,065	1,294,473	4,371,086	5,665,259
1902.....	529,085	2,064,480	368,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197
1903.....	648,150	2,391,496	430,174	480,560	863,352	3,130,816	373,436	958,018	2,315,117	6,888,700	9,203,817
1904.....	606,737	2,047,499	476,578	276,578	699,784	3,178,903	483,795	851,053	2,302,202	5,954,033	8,256,236
1905.....	736,976	2,252,514	549,365	347,089	607,228	3,183,895	577,523	1,137,146	2,451,097	6,920,647	9,371,744
1906.....	1,238,929	2,355,855	627,094	234,919	931,508	3,593,256	482,239	997,385	3,339,770	7,183,415	10,523,185

*Sault Ste. Marie canal opened in August, 1895.

SESSIONAL PAPER No. 20a

It will be observed that the business between Canadian ports shows a large increase during the twenty years period, particularly with regard to traffic westward. From Canadian to United States ports the growth has been considerable, although here again the up-bound traffic has been in larger volume than that moving eastward. The trade between United States ports by way of Canadian canals has grown very largely since 1887, although exhibiting wide fluctuations. In this instance, however, the movement downward—that is, from the Upper Lakes to ports in the East—has expanded to a greater degree than that upward.

There has been an actual shrinkage in the up traffic between United States and Canadian ports during the twenty years included in the table. The eastbound business, however, has practically doubled.

With regard to total tonnage, it will be observed that the traffic moving up and down has increased by 287 per cent. during the past twenty years. The business westward showed a gain of 368 per cent., while that eastward grew to the extent of 257 per cent. It is instructive to take note of the fact that this expansion of business on the canals of Canada is relatively larger than that shown by Canadian railways during the same period. While 57,966,713 tons of freight were carried by Canadian railways in 1906, as compared with 16,356,337 in 1887, the betterment was but 254 per cent. as against 287 per cent. on the canals. Of course, this includes the use made by United States vessels of the Canadian Sault Ste. Marie and Welland canals.

This must be regarded as a very satisfactory result, indicating as it does the value and growing usefulness of the Canadian waterways system. As the territories west of Lake Superior develop the importance of Canadian waterways will be more and more demonstrated as a means for the controlling of transportation rates.

I append two further tables with respect to United States and Canadian vessels which have passed through Canadian canals since the year 1887:—

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years.
CANADIAN VESSELS.

Years.	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.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												Up & Down.
1887	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,432	1,452,020	2,847,452	18,991
1888	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,061
1889	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,932	1,500,630	2,995,562	19,363
1890	1,314,127	1,250,949	229,478	32,909	929	351	14,003	240,076	1,658,557	1,580,935	3,139,472	20,055
1891	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,566,278	3,135,454	19,246
1892	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894	1,319,792	1,260,907	217,635	13,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895	1,258,848	1,165,683	253,633	13,383	.....	.....	5,839	282,553	1,518,440	1,464,619	2,983,059	17,136
1896	1,547,757	1,420,342	200,292	5,234	157	.....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897	1,629,192	1,482,951	215,785	11,378	.....	.....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898	1,704,661	1,600,255	215,893	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,579
1900	1,767,263	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,053,107	4,129,250	21,755
1901	1,615,652	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902	1,914,167	1,840,787	241,356	97,462	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,797
1904	1,838,200	1,907,886	299,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905	2,059,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,005	2,646,091	2,545,100	5,191,191	23,726
1906	2,271,776	2,264,476	292,705	155,595	21,420	5,506	202,276	300,567	2,791,177	2,735,144	5,526,321	25,498

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years
UNITED STATES VESSELS.

YEARS.	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.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
											Up and Down.	
1887.....	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,849	251,645	317,035	566,680	3,883
1888.....	14,304	26,801	42,425	50,047	177,714	156,095	49,778	114,613	284,221	347,556	631,777	3,921
1889.....	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542
1890.....	10,390	16,345	38,136	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,364
1891.....	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	393,118	442,998	838,116	3,602
1892.....	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928
1893.....	10,752	34,303	214,047	33,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894.....	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895.....	8,838	24,768	138,554	17,712	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427
1896.....	11,496	19,093	195,228	21,953	357,265	292,339	40,416	290,370	604,345	623,775	1,228,120	4,690
1897.....	14,666	18,367	269,430	17,618	338,938	277,343	26,341	347,698	649,375	611,028	1,310,403	4,675
1898.....	12,142	9,541	233,524	32,880	308,878	305,464	32,331	336,004	586,875	683,889	1,270,764	4,264
1899.....	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,101
1900.....	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,423,471	983,514	2,408,985	5,502
1901.....	11,587	18,706	177,169	28,124	922,464	1,044,707	51,895	234,622	1,316,115	1,316,115	2,482,274	5,634
1902.....	13,622	37,871	187,826	70,641	1,756,948	1,634,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,433
1903.....	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,065	4,236,475	6,695
1904.....	10,129	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,827,665	3,635,905	6,253
1905.....	49,743	19,444	364,985	81,876	2,350,494	1,701,704	101,336	456,459	2,836,758	2,259,483	5,096,241	7,085
1906.....	34,506	16,324	356,239	73,561	2,738,623	1,928,131	119,675	418,436	3,244,863	2,440,452	5,685,315	7,319

There would appear to have been a larger growth in the tonnage of United States vessels passing through our canals than of Canadian vessels; but the tables show that the carrying capacity for the year 1906, as measured by the actual reports at canal offices, was about equally divided between the two countries. That is to say, while Canadian vessels represented a tonnage of 5,526,321, American vessels made up a tonnage of 5,685,315.

A wide disparity, however, is apparent when the number of vessels—or, more correctly speaking, the number of passages—is taken into account. To make up the American tonnage above given, 7,319 passages were required; while for the Canadian tonnage it took 25,498 passages. This difference is accounted for by the number of United States vessels of high tonnage engaged in the ore, coal and grain carrying trade on the Great Lakes, as well as by the fact that many vessels of low tonnage use the St. Lawrence and eastern canals with great frequency and thus swell the number of passages.

With regard to the commodities making up the traffic through the canals during the year 1906, it is interesting to note that iron ore is in the lead. This ore, however, is not in any considerable volume connected with Canadian trade. Among the agricultural products which passed through the canals, the following are worthy of notice.

	1897.	1906.
Barley	19,168 tons.	123,950 tons.
Corn	395,753 “	244,122 “
Flour	15,930 “	297,937 “
Meals	44,014 “	27,472 “
Oats	83,527 “	209,285 “
Wheat	370,167 “	1,406,741 “
Total	927,559 tons.	2,309,507 tons.

The wheat tonnage given above would represent 46,891,367 bushels, and the products in the list make up over 40 per cent of the total traffic which passed through the canals during the year 1906.

I also append a table of thirty-two of the principal commodities in the canal traffic since the year 1888:—

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Tonnage of Articles carried through Canadian Canals from 1888 to 1906.

Articles.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
1. Bricks.....	13,635	10,299	12,559	14,273	12,001	14,727	10,725	9,122	10,855	10,903
2. Cement.....	16,878	6,432	3,164	5,406	4,822	10,754	10,591	9,652	7,829	12,940
3. Iron (all kinds).....	32,756	44,186	39,798	22,107	17,986	30,197	25,887	28,471	30,334	41,940
4. Steel.....	39	10,056	198	7,067	3,606	1,258	1,565	2,759	13,716	6,854
5. Stone or cutting.....	13,268	13,980	13,891	13,750	3,972	357	1,665	1,355	1,355	1,713
6. Apples.....	3,387	3,695	4,329	7,566	7,190	3,929	5,160	3,473	16,716	5,204
7. Barley.....	8,588	8,821	14,185	27,840	16,504	20,700	29,358	10,186	15,328	19,168
8. Corn.....	202,516	356,446	344,261	197,604	196,913	450,330	174,279	173,269	389,092	395,753
9. Flour.....	23,880	11,416	20,706	20,684	25,746	26,136	43,751	50,343	49,576	15,980
10. Hay pressed.....	4,740	3,617	3,623	5,648	3,867	12,100	18,090	22,121	10,973	5,990
11. Meals (all kind).....	12,643	20,313	22,211	5,021	33,097	37,272	61,426	48,008	47,889	44,014
12. Oats.....	30,529	31,977	33,857	64,300	90,682	53,020	30,957	20,158	630	82,527
13. Potatoes.....	779	632	880	814	950	417	232	232	394	1,528
14. Seeds.....	3,465	10,804	2,273	10,273	5,776	6,193	4,612	182	5,645	1,576
15. Agric. Products Veget.....	9,100	21,901	10,700	8,321	15,669	10,589	1,484	5,811	6,945	1,751
16. Cattle.....	967	950	1,303	1,230	879	788	808	723	877	1,199
17. Horses.....	638	610	728	693	844	773	774	2,568	931	878
18. Pork.....	1,078	1,571	1,190	1,152	870	608	1,331	811	1,177	945
19. Sheep.....	709	542	653	639	663	528	675	793	613	646
20. Marble.....	4,639	4,502	4,476	3,590	3,214	2,168	853	898	32	534
21. Sugar.....	10,423	9,160	8,624	4,112	9,886	13,246	31,586	16,050	23,737	14,243
22. Whisky.....	1,347	1,416	1,580	1,681	1,335	1,050	1,133	1,498	850	1,054
23. Firewood.....	133,048	100,636	109,785	115,089	103,971	220,316	177,965	202,338	218,204	271,112
24. Lumber sawn.....	798,449	893,269	745,929	673,620	766,251	671,926	642,742	587,226	600,580	595,522
25. Railway ties.....	25,366	16,922	10,799	10,165	12,589	9,418	3,926	6,383	4,440	9,558
26. Square timber.....	48,270	79,791	74,835	25,301	48,983	47,871	48,359	64,875	57,618	86,104
27. Saw logs.....	43,313	36,997	27,093	36,367	44,156	33,137	29,209	29,075	28,220	40,313
28. Coal.....	507,155	553,868	470,808	511,729	517,261	537,279	NiL	466,234	534,400	373,111
29. Iron ore.....	16,872	2,433	5,367	3	NiL	NiL	NiL	60	490	NiL
30. Timber and other woods free.	39,590	69,286	72,075	69,247	47,565	66,673	53,221	59,169	45,027	68,017
31. *Wheat, Corn, Flour, Iron, Salt, Coal.....	306,192	424,915	362,072	403,045	380,934	663,013	408,781	381,518	593,272	695,086
32. Wheat.....	155,248	185,180	143,952	230,840	301,485	283,799	273,720	269,384	333,469	376,167

*These articles were free, going westward, in the years when tolls were charged, and appear in this grouped form in the Statistics of the Department.

Tonnage of Articles carried through Canadian Canals from 1888 to 1906—*Concluded.*

Articles.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
1. Bricks.....	9,873	11,075	18,348	18,697	17,884	11,086	9,097	23,814	17,713
2. Cement.....	19,351	6,938	10,628	20,079	22,614	28,400	25,539	31,942	45,619
3. Iron (all kinds).....	26,979	27,158	46,153	79,415	118,316	135,100	123,121	145,260	218,801
4. Steel.....	9,387	17,684	8,861	2,432	2,104	4,961	576	3,661	4,682
5. Stone for cutting.....	2,785	5,364	2,482	2,539	3,228	7,695	13,480	23,511	31,937
6. Apples.....	3,412	4,480	6,182	1,973	7,695	13,480	11,865	9,217	8,046
7. Barley.....	15,510	28,353	26,754	27,689	38,137	51,003	75,538	114,236	123,950
8. Corn.....	624,854	399,915	348,493	189,893	81,645	338,132	189,739	257,387	244,122
9. Flour.....	34,061	39,018	97,545	171,400	357,104	359,848	260,630	243,938	297,937
10. Hay pressed.....	5,880	15,492	25,998	38,277	41,537	50,129	32,376	33,354	26,811
11. Meals (all kind).....	23,580	21,310	17,175	15,812	29,321	24,174	14,814	27,472	27,472
12. Oats.....	75,079	65,495	96,062	72,978	46,717	66,624	72,723	101,258	209,286
13. Potatoes.....	1,820	2,528	3,505	4,409	4,802	6,804	5,351	7,420	5,853
14. Seeds.....	5,783	7,345	3,308	4,602	8,303	6,828	5,477	3,727	1,455
15. Agric. Products Vegetables.....	3,320	2,952	1,909	2,663	9,178	3,219	2,688	6,470	4,805
16. Cattle.....	1,515	1,299	972	1,386	1,538	1,236	1,766	1,468	932
17. Horses.....	1,064	1,049	869	1,192	1,258	1,544	1,605	1,346	1,685
18. Pork.....	451	535	1,074	1,720	1,740	1,483	1,837	1,213	834
19. Sheep.....	208	2,428	3,906	2,223	743	302	605	616	514
20. Marble.....	17,401	20,238	20,313	11,890	1,262	1,521	2,22	2,475	2,575
21. Sugar.....	1,029	1,594	1,585	1,572	14,353	8,190	9,203	27,275	42,801
22. Whiskey.....	187,216	212,076	227,108	217,105	307,172	390,765	440,254	423,683	468,133
23. Firewood.....	593,361	597,109	521,282	472,954	537,607	583,522	476,436	591,028	645,257
24. Lumber sawn.....	6,467	16,423	7,587	12,508	7,653	4,603	3,788	7,470	5,608
25. Railway ties.....	50,844	26,288	25,943	32,293	26,281	32,286	28,586	43,537	18,585
26. Square timber.....	23,887	13,919	34,684	19,073	24,144	20,540	26,630	58,949	90,929
27. Saw logs.....	480,316	468,912	1,028,113	1,033,762	782,033	1,590,595	1,570,113	1,596,935	1,804,974
28. Coal.....	13,433	26,420	1,058,052	1,712,370	2,536,279	2,763,827	2,482,181	2,939,300	2,970,637
29. Iron ore.....	28,952	32,624	38,296	48,666	68,615	68,487	64,808	68,629	70,015
30. Timber and other woods free.....	652,349	451,805	32,499	280,902	395,078	558,897	427,614	533,866	709,320
31. *Wheat, Corn, Flour, Iron, Salt, Coal.....	299,055	329,086	293,638	669,557	1,399,218	1,433,288	1,202,716	1,248,567	1,406,741

Wheat, corn, flour, iron, salt and coal form grouped item No. 31, although the same commodities appear separately in the list. This was because they were free in the years when tolls were collected. Tolls having been abolished this item hereafter will not appear in the statistical tables in the above form.

Yours sincerely,
 J. L. PAYNE,
Comptroller.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1906.

For the season of navigation of 1905 and 1906, 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 1905	\$ 356,405 68
For 1906	379,549 70

By comparing the statistics of 1905 with 1906, it will be seen that the gross revenue has increased \$23,144.02.

The increases and decreases are as follows :—

	Increase.	Decrease.
On the Welland Canal.....	\$ 5,607 18	.....
" St. Lawrence Canals.....	12,974 98	.....
" Chambly Canal	1,797 30	.....
" Ottawa Canals.	1,742 17	.....
" Rideau Canals.....	1,333 08	.....
" St. Peter's Canal. ....	.....	\$ 253 26
" Trent Valley Canals.....	.....	134 56
" Murray Canal	77 13	.....
" Sault Ste. Marie Canal.....	.....	.....
Total.....	\$ 23,531 84	\$ 387 82
Total increase.	23,144 02	.....

STATEMENT of the Revenue, together with the increases and decreases of all the Canals for the seasons of Navigation from 1891 to 1906, inclusive.

Years.	Revenue.	Increase.	Decrease.
1891.....	\$ 350,351 97	\$ 2,292 46	.....
1892	358,711 04	8,359 07	.....
1893	348,012 00	.....	\$ 10,699 04
1894.....	307,824 67	.....	40,187 33
1895.....	283,211 41	.....	24,613 26
1896.....	350,061 03	66,849 62	.....
1897.....	346,758 87	.....	3,302 16
1898.....	341,679 23	.....	5,079 64
1899.....	291,652 37	.....	50,026 86
1900.....	269,116 25	.....	22,536 12
1901.....	250,949 57	.....	18,166 68
1902.....	227,577 93	.....	23,371 64
1903.....	333,086 86	105,518 93
1904.....	291,676 97	41,419 89
1905.....	356,405 68	64,728 71
1906.....	379,549 70	23,144 02

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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 five 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.....	293,509	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
1906.....	404,935	33,351	176,119

* 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, 43,823 tons; in 1900, 38,403 tons; in 1901, 17,387 tons; in 1902, 34,060 tons; in 1903, 40,641 tons; none in 1904, 1905 nor 1906.

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.

For the year 1906 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 560,254 tons in 1897 to 404,935 tons in 1906 and the quantity passed down the Welland Canal from United States ports to United States, has increased from 157,756 to 176,119 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 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
1906.....	386,963

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 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
1906.....	449,673

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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 :—

For 1905	375,630
1906	404,935
Showing an increase of	<u>29,305</u>

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows :—

For 1905	148,377
1906	386,963
Showing an increase of	<u>238,586</u>

The quantity of grain arrived at the tide-water by New York Canals, is reported as follows :—

For 1905	216,237
1906	294,467
Showing an increase of	<u>78,230</u>

The quantity of grain carried to tide-water by the New York railways, is reported as follows :—

For 1905	3,164,540
1906	3,942,771
Showing an increase of	<u>778,231</u>

The increases and decreases for 1906 as compared with 1905 on the several routes, competing for the carrying trade to the sea-board, are as follows :—

	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence	29,305		7.08	
" Canadian Pacific and Grand Trunk Railways.	238,586		160.79	
" New York Canals	78,230		36.18	
" " Railways	778,231		24.51	

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 247,035 tons in 1895 to 236,003 tons in 1906 and the quantity to Ontario ports, between Port Dalhousie and Cornwall, and an increase from 111,946 tons in 1895 to 209,628 tons in 1906. The quantity passed down to Montreal shows an increase from 266,659 tons in 1895 to 523,159 tons in 1906.

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.
1892, 158	Cargoes, with an aggregate quantity of	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
1906, 205	“ “	344,605

In the United States vessels there were in—

		Tons.
1892, 89	Cargoes with an aggregate quantity of	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
1906, 178	“ “	269,800

Seventy-four Canadian and 10 American vessels took cargoes of 108,734 tons through to Montreal intact in 1906; 96 Canadian and 19 American of 180,206 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, 363 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1906 and the four previous years is given below.

The total number of grain-laden vessels lightened at this port in 1906 was 72, against 50 the previous year.

The quantity of grain lightened was as follows:—

Articles.	1901.	1902.	1903.	1904.	1906.	1907.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	393,490	577,697	670,302	175,117	679,840	1,009,474
Corn	556,911	529,651	834,718	408,976	104,027	110,629
Rye	Nil.	Nil.	13,768	.....	.....	.....
Oats	76,236	5,824	2,765	13,353	.....	29,118
Barley	27,115	Nil.	13,242	9,686	.....	2,103

The quality of Wheat discharged at Port Colborne in 1906 and two previous years from vessels which did not enter the canal, is as follows:—

	1904.	1905.	1906.
	Bush.	Bush.	Bush.
	88,067	108,459	383,437

WELLAND CANAL.

The total quantity of freight passed on the Welland Canal during the season of 1906 was 1,201,967 tons; of this quantity 11,187 tons were way or local freight.

There were 979,099 tons of freight passed eastwards, and 222,868 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 1906 was 1,190,780 tons.

Of this quantity 968,790 tons were east bound and 221,990 west bound freight.

Of the east bound through freight, Canadian vessels carried 488,674 tons and United States vessels carried 480,116 tons; and of the west bound through freight Canadian vessels carried 119,104 tons and United States vessels carried 102,886 tons, or a total of 607,778 tons for Canadian and 583,002 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1906 was 1,636,117 tons; of this quantity 1,033,716 tons passed eastward and 602,401 passed westward.

East and west bound Through Freight.

The total quantity of through freight was 1,200,092 tons; of this quantity 910,331 tons were east bound and 289,761 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 312,640 tons were east bound and 123,385 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.
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
1906.....	554,231	96,791

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.
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	112,549	303,096
1906.....	237,226	84,205	321,431

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 18,335 tons, as compared with the previous year ; and a decrease of 219,634 tons as compared with 1892.

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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 1906 inclusive:—

Fiscal Year.	Aggregate number of Vessels.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	Number.	Tons.	Tons.
1867.....	5,405	933,260	458,386
1868.....	6,157	1,161,821	641,711
1869.....	6,069	1,231,903	688,700
1870.....	7,356	1,311,956	747,567
1871.....	7,729	1,478,122	772,756
<i>Season of navigation.</i>			
1872.....	6,063	1,333,104	606,627
1873.....	6,425	1,506,484	656,208
1874.....	5,814	1,389,173	748,557
1875.....	4,242	1,038,050	477,809
1876.....	4,789	1,099,810	488,815
1877.....	5,129	1,175,398	493,841
1878.....	4,429	968,758	373,738
1879.....	3,960	865,664	284,043
1880.....	4,104	819,934	179,605
1881.....	3,332	686,506	194,173
1882.....	3,334	790,643	282,806
1883.....	3,267	1,005,156	432,611
1884.....	3,138	837,811	407,079
1885.....	2,738	784,928	384,509
1886.....	3,589	980,135	464,478
1887.....	2,785	777,918	340,501
1888.....	2,647	878,800	434,753
1889.....	2,975	1,085,273	563,584
1890.....	2,883	1,016,165	533,957
1891.....	2,594	975,013	553,800
1892.....	2,615	955,554	541,065
1893.....	2,843	1,294,823	631,667
1894.....	2,412	1,008,221	592,267
1895.....	2,222	869,595	469,779
1896.....	2,766	1,279,987	653,213
1897.....	2,725	1,274,292	564,694
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	1,092,050	305,096
1906.....	1,536	1,201,967	321,431

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The total quantity of freight passed through the several divisions of the canals during the season of 1906 is as follows :—

	Farm Stock.	Forest Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland.....		147,468	91,809	222,202	740,488	1,201,967
St. Lawrence.....	1,857	271,324	142,664	595,566	624,706	1,636,117
Chambly.....	254	368,474	7,477	104,898	17,836	498,939
Ottawa.....	1,161	346,265	794	44,014	5,181	397,415
Rideau.....	6	31,430	6,517	38,128	6,078	82,159
St. Peters.....	6	10,361	3,430	50,561	11,969	76,327
Murray.....	8	3,274	9,523	12,846	2,076	27,727
Trent Valley.....	188	26,645	384	255	1,023	28,495
Sault Ste. Marie.....	43	161,130	216,079	4,523,055	1,673,732	6,574,039

The total quantity of freight moved on the Welland Canal was 1,201,967 tons, of which 740,488 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 1,636,117 tons, of which 624,706 were agricultural products, and 595,566 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 397,415 tons ; of this quantity 346,265 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 572,080 in 1906, 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 :—

In 1906.....	Tons.	In 1887.....	Tons.
1905.....	5,350,042	1886.....	*3,847,766
1904.....	4,475,888	1885.....	*3,802,262
1903.....	4,632,082	1884.....	4,105,594
1902.....	5,548,603	1883.....	3,639,805
1901.....	6,532,263	1882.....	4,422,461
1900.....	8,334,001	1880.....	3,885,557
1899.....	6,053,005	1880.....	4,732,385
1898.....	6,211,827	1869.....	1,087,809
1897.....	7,060,542		
1896.....	5,673,638		
1895.....*	5,183,540		
1894.....	3,798,574		
1893.....	4,281,056		
1892.....	5,107,426		
1891.....	5,913,013		
1890.....	5,565,381		
1889.....	4,336,199		
1888.....	3,654,984		
	3,197,734		

* Flour and grain only.

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The following figures are an abstract of the quantities of vegetable food carried by tide-water by the canals and railways of the State of New York during thirty-eight 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	1,766,467	3,061,467	·423
1871	1,850,198	2,205,589	4,055,787	·456
1872	1,674,320	1,870,614	3,544,934	·472
1873	1,745,171	2,036,992	3,782,163	·461
1874	1,767,598	2,791,517	4,559,115	·387
1875	1,305,550	2,343,241	3,648,791	·357
1876	1,064,293	2,875,893	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	3,639,895	4,876,791	·253
1885	1,063,310	4,105,594	5,168,904	·205
1886	1,489,886	3,800,262	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	346,200	4,475,888	4,822,088	·072
1906	520,080	5,350,042	5,870,122	·097

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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.
1850	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
		1906	4·5

The quantity of freight carried by the canals and railways was more in 1906 by 8,491,081 tons than the quantity carried in 1905, and an increase of 69,791,048 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	15,148,174	·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
1906.	82,244,222	·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-six years	2·2

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COMPARATIVE STATEMENT of the Commerce through the U. S. St. Mary's Falls Canals and Canadian Sault Ste. Marie Canal, for the Seasons of 1905 and 1906.

	Traffic for 1906.		Total traffic for		Increase.	Decrease.
	United States Canal.	Canadian Canals.	Season of 1906.	Season of 1905.	Amount.	Amount.
Vessels .....Number	16,475	5,680	22,155	21,681	474	
Lockages "	10,371	4,152	14,523	13,729	794	
Tonnage registered.....Net tons	34,789,793	6,359,124	41,148,917	36,658,870	4,490,047	
" freight..... "	45,180,292	6,574,039	51,754,331	44,275,596	7,478,735	
Passengers .....Number	30,925	32,284	63,209	54,548	8,661	
Coal (hard).....Net tons	872,383	144,197	1,016,580	984,254	32,326	
" (soft)..... "	6,634,006	1,093,814	7,727,820	5,525,765	2,202,055	
Flour .....Barrels	4,100,024	2,439,513	6,539,537	5,770,246	369,291	
Wheat "	49,977,831	34,388,478	84,366,309	68,558,000	15,808,309	
Grain (excluding wheat). "	37,661,898	16,702,861	54,364,759	39,285,107	15,079,652	
Manufactured & pig iron Net tons	304,321	147,627	451,948	270,426	181,522	
Salt .....Bushels	371,680	96,663	468,343	424,139	44,204	
Copper.....Net tons	99,572	8,976	108,548	105,800	2,748	
Iron ore "	32,453,645	2,947,616	35,401,261	31,327,313	4,073,948	
Lumber, ft. B. M.	854,167,000	33,352,198	887,519,198	954,768,800		67,249,602
Silver ore.....Net tons				41		41
Building stone..... "	6,222	1,345	7,567	23,728		16,161
Unclassified freight..... "	541,895	405,740	947,635	815,371	132,264	

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 "
1906	249 "

The Canadian canal was open to navigation during the season of—

1895	87 "
1896	218 "
1897	238 "
1898	243 "
1899	239 "
1900	238 "
1901	246 "
1902	264 "
1903	256 "
1904	241 "
1905	255 "
1906	253 "

The average number of vessels passing per day through the two canals for the season of 1906 was eighty-eight.

R. DEVLIN,
Compiler of Canal Statistics.

OTTAWA, April 5, 1907.

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EXPORTS by Lake from Chicago to Canada during the Season of Navigation in 1906.

(From Report of Board of Trade of Chicago.)

Commodities.	Quantity.	Value.
Flour	Tons. 8,098	\$ 297,429
Wheat	Bushels. 125,628	89,068
Corn	" 2,997,151	1,572,575
Oats	" 161,700	55,786
Flax seed	" 79,800	95,760
Oil cake	Tons. 237	5,811
Beef	Barrels. 632	9,553
Pork	" 5,878	79,665
Lard	Tierces. 530	17,429
Oil	Barrels. 42	422
Unclassified	Tons. 4,526	85,640
Total value		\$ 2,309,138

GRAIN FREIGHTS BY LAKE—SEASON OF 1906.

The following were the current rates on Wheat and Corn from Chicago, Buffalo, Ogdensburg, Depot Harbour and Montreal; also to New York by Lake and Erie Canal, for each week during the Season of Navigation.*

1906.	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 14	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 21	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 28	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
May 5	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 12	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 19	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 26	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
June 2	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 9	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 16	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 23	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 30	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
July 7	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 14	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 21	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 28	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
Aug. 4	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 11	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 18	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 25	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
Sept. 1	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 8	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 15	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 22	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 29	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
Oct. 6	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 13	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 20	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 27	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
Nov. 3	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 10	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 17	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 24	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
Dec. 1	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2
" 8	1 1/2	1 1/2	4	4	1 1/2	1 1/2	6 1/2	5 1/2	4	4	5 1/2	4 1/2

* Exclusive of Buffalo charges.

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AVERAGE LAKE FREIGHTS

The following statement shows the average rates of lake freights on wheat and corn between Chicago and Buffalo during each month in the past ten years, the highest and lowest rate on wheat in each year, and the average rates on wheat each year in cents, per bushel :—

(Per Report of Secretary of Merchants' Exchange, Buffalo.)

	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1897 { Wheat	1·3	1·2	1·3	1·5	2·0	1·8	1·5
{ Corn	1·2	1·1	1·2	1·4	1·8	1·7	1·4
Highest rate, wheat, 1897, 2 $\frac{3}{4}$ c. ; lowest, 1c. ; average for the season, 1·5c.							
1898 { Wheat	1·3	0·1	0·9	1·2	1·4	2·5	2·3
{ Corn	1·2	0·8	0·8	1·1	1·3	2·3	2·1
Highest rate, wheat, 1898, 3 $\frac{1}{4}$ c. ; lowest, 1 $\frac{1}{4}$ c. ; average for the season, 1·5c.							
1899 { Wheat	2·0	2·0	2·2	2·5	3·1	3·5	2·5
{ Corn	1·8	1·9	2·0	2·3	3·2	3·4	2·3
Highest rate, wheat, 1899, 3 $\frac{3}{4}$ c. ; lowest, 1 $\frac{1}{2}$ c. ; average for the season, 2·5c.							
1900 { Wheat	1·8	1·9	2·1	1·6	1·7	1·7	2·0
{ Corn	1·6	1·7	2·0	1·5	1·6	1·5	1·8
Highest rate, wheat, 1900, 3c. ; lowest, 1 $\frac{1}{4}$ c. ; average for the season, 1·8c.							
1901 { Wheat	1·9	1·5	1·6	1·3	1·6	1·3	2·0
{ Corn	1·8	1·3	1·4	1·2	1·5	1·2	1·2
Highest rate, wheat, 1901, 2 $\frac{1}{2}$ c. ; lowest, 1 $\frac{1}{4}$ c. ; average for the season, 1·60c.							
1902 { Wheat	1·3	1·3	1·2	1·6	1·5	1·7	1·9
{ Corn	1·2	1·1	1·1	1·4	1·4	1·6	1·7
Highest rate, wheat, 1902, 2 $\frac{1}{2}$ c. ; lowest, 1 $\frac{3}{4}$ c. ; 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, 2 $\frac{1}{4}$ c. ; lowest, 1 $\frac{1}{4}$ c. ; 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, 1 $\frac{1}{4}$ c. ; average for the season, 1·7c.							
1906 { Wheat	1·3	1·3	1·5	1·9	1·7	2·0	2·0
{ Corn	1·2	1·2	1·4	1·8	1·6	1·9	1·7
Highest rate, wheat, 1906, 2 $\frac{1}{4}$ c. ; lowest, 1 $\frac{3}{4}$ c. ; 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 1906 :—

1906.	Wheat bushels.	1906.	Wheat bushels.
	cts.		cts.
April 13	2	Sept. 29	2 $\frac{3}{4}$
" 23	1 $\frac{3}{4}$	Oct. 12	3
May 10	2	" 27	2 $\frac{3}{4}$
" 22	1 $\frac{3}{4}$	Nov. 9	2 $\frac{1}{4}$
July 14	2	" 12	2 $\frac{1}{4}$
" 25	2 $\frac{1}{4}$	" 15	2
Aug. 4	2 $\frac{1}{4}$	" 21	1 $\frac{3}{4}$
" 15	2 $\frac{1}{4}$	Dec. 1	2
" 20	2	" 5	2 $\frac{1}{4}$
Sept. 4	2 $\frac{1}{4}$	" 7 to close	3
" 10	2 $\frac{1}{2}$		

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 $3\frac{3}{4}$ 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. ; in 1905, $1\frac{1}{4}$ to 4c. ; and in 1906, $1\frac{3}{4}$ to 3c. 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 $3\frac{3}{4}$ c. in May ; $3\frac{1}{2}$ c. in June ; $2\frac{1}{2}$ c. in July ; $2\frac{1}{2}$ to $3\frac{1}{4}$ c. in August ; 4c. in September, and $4\frac{1}{2}$ 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 1906 on the dates specified, as reported by the Secretary, Merchants' Exchange, Buffalo.

Date, 1906.	Wheat and Corn per Bushel.	Date, 1906.	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 $2\frac{1}{8}$ 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. ; for 1905, 1 to $1\frac{1}{2}$ c. ; and for 1906, 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 $5\frac{1}{2}$ 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.

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CANAL FREIGHT FROM BUFFALO TO NEW YORK.

The following shows the changes in the ruling rates of freight to New York from Buffalo, on the days specified in 1906 (as reported by the Secretary, Merchants' Exchange, Buffalo).

Date, 1906.	Wheat, Bushels.	Corn, Bushels.	Date, 1906.	Wheat, Bushels.	Corn, Bushels.
	Cts.	Cts.		Cts.	Cts.
May 2.....	4	3 $\frac{3}{4}$	Oct. 22, to close.....	5	4 $\frac{3}{4}$
Sept. 25.....	4 $\frac{1}{2}$	4 $\frac{1}{4}$			

Freight on oats varied from 2 $\frac{3}{4}$ to 3 $\frac{1}{4}$ c. per bushel. Pine lumber, per 1,000 feet, was carried from Buffalo to Tonawanda to New York as follows: Opened at \$1.65; June, \$1.65; July, \$1.75; August, \$1.75; September, \$1.85; October, \$2 to \$2.10; to close, \$2.25. Rates to Albany opened \$2; June, \$2; July, \$2.15; August, \$2.15 no shipments from September to close.

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.
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 $\frac{1}{2}$ c.; lowest, 2c.; average for the season, 2·5c.							
1901 { Wheat.....	3·4	3·2	3·2	3·2	3·3	4·0	4·1
{ Corn.....	2·7	2·8	2·8	2·9	3·1	3·7	3·8
Highest rate, wheat, 1901, 4 $\frac{3}{4}$ c.; lowest, 3 $\frac{1}{4}$ c.; average for the season, 3·5c.							
1902 { Wheat.....	4·0	3·8	3·3	3·3	3·8	4·0	4·1
{ Corn.....	3·6	3·4	3·1	3·1	3·5	3·7	3·8
Highest rate, wheat, 1902, 4 $\frac{1}{2}$ c.; lowest, 3 $\frac{3}{4}$ 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 $\frac{1}{4}$ c.; lowest, 3 $\frac{3}{4}$ 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 $\frac{3}{4}$ c.; lowest, 2 $\frac{1}{2}$ 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 $\frac{3}{4}$ c.; average for the season, 3·9c.							
1906 { Wheat.....	4·0	4·0	4·0	4·0	4·1	4·6	5·0
{ Corn.....	3·6	3·6	3·6	3·6	3·7	4·3	4·6
Highest rate, wheat, 1906, 5c.; lowest, 4c.; average for the season, 4 $\frac{1}{4}$ c.							

NOTE.—Canals free of tolls since 1882.

7-8 EDWARD VII., A. 1908

FREIGHT, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flax seed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years (as reported by Secretary, Merchants' Exchange, Buffalo):—

Year.	Grain received.	Average Canal Freight on Wheat.	Tolls on Wheat.	Elevating, including Storage.
	Bush.	Cts.	Cts.	Cts.
1870	32,208,039	11.2	3.1	1½
1871	61,319,313	12.6	3.1	1½
1872	58,703,666	13.0	3.1	1½
1873	65,498,955	11.4	3.1	1½
1874	55,660,198	10.0	3.1	1½
1875	52,833,451	7.9	2.0	1
1876	44,207,121	6.6	2.0	1
1877	61,822,292	7.4	1.0	1
1878	78,828,443	6.0	1.0	1
1879	75,089,768	6.8	1.0	1
1880	105,133,009	6.5	1.0	1
1881	56,389,827	4.7	1.0	
1882	51,501,503	5.4	1.0	
1883	65,722,080	4.9	None.	
1884*	58,011,800	4.2	do	
1885*	52,671,090	3.8	do	
1886*	75,570,850	5.0	do	
1887*	87,073,570	4.6	do	
1888*	73,977,390	3.4	do	
1889*	92,290,550	4.8	do	
1890*	91,994,680	3.8	do	
1891*	135,315,510	3.5	do	
1892*	138,872,560	3.5	do	
1893*	140,796,410	4.6	do	
1894*	105,435,577	3.2	do	
1895*	121,225,497	2.2	do	
1896*	172,474,664	3.7	do	
1897*	204,964,103	2.8	do	
1898*	221,383,945	2.8	do	
1899*	153,393,184	3.0	do	
1900*	157,655,968	2.5	do	
1901	132,646,828	3.5	do	
1902	124,624,386	3.8	do	
1903	140,438,822	4.0	do	
1904	100,838,000	3.2	do	
1905	126,465,729	3.9	do	
1906	136,096,528	4.2	do	

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	0837	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
1906	+ 0551	0572	0952	+ 0603	0635	1020

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.	1906.	1905.	1904.	1903.	1902.
		\$	\$	\$	\$	\$
Liverpool	Grain	1875	1916	2019	2268	2085
"	Sacked flour	2050	2240	2100	2519	2350
"	Provisions	4100	3849	3656	4190	3625
Glasgow	Grain	1925	2000	2238	2443	2175
"	Sacked flour	2360	2250	2320	2538	2275
"	Provisions	4563	4323	4406	4688	4188
London	Grain	1925	2023	2150	2356	2175
"	Sacked flour	2250	2364	2225	2519	2400
"	Provisions	4626	4088	4406	4406	3906
Antwerp	"	4761	4370	4828	4969	4150
Hamburg	"	4900	4575	4600	4700	3900
Amsterdam	"	4600	4542	4200	4200	4000
Rotterdam	"	4600	4553	4200	4200	4000
Copenhagen	"	5100	4866	4688	4969	4200
Stockholm	"	5350	5147	4969	5250	4500
Stettin	"	5000	4818	4688	4969	4200
Bordeaux	"	5300	5145	5625	5625	5125

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 1905 and 1906.

(Buffalo Merchants' Exchange.)

	1905.	1906.
Freight on hard Coal, Buffalo to Chicago, per ton	46	46
" " Milwaukee "	45	46
" " Duluth "	39	35

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STATEMENT showing the Total Values of Foreign Merchandise transported in the In-Transit and Transshipment Trade of the United States with the British North American Possessions, during each year from 1871 to 1906.

Year ending June 30.	Received the 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	1,869,570	17,134,747	16,388,673	653,430	17,042,003
1881.....	15,200,967	1,801,079	17,002,046	22,828,270	527,994	23,356,264
1882.....	24,665,029	3,878,149	28,543,178	36,613,465	982,019	37,595,484
1883.....	26,382,370	3,420,450	29,802,820	38,389,318	923,250	39,312,568
1884.....	13,043,498	375,729	13,419,227	22,120,587	818,798	22,939,385
1885.....	12,755,686	767,927	13,523,613	19,105,476	594,982	19,700,458
1886.....	9,593,344	1,267,676	10,861,020	19,428,867	812,212	20,241,079
1887.....	9,377,041	2,127,680	11,504,721	20,178,365	2,009,590	22,187,955
1888.....	6,309,024	2,033,793	8,342,817	13,347,876	2,063,780	15,411,656
1889.....	8,303,171	3,032,952	11,336,123	19,299,966	2,849,263	22,149,229
1890.....	13,524,298	2,477,612	16,001,910	24,788,152	2,547,052	27,335,201
1891.....	18,065,925	1,714,545	19,780,470	25,185,706	2,697,317	27,883,023
1892.....	21,346,413	2,581,842	23,928,255	23,989,746	2,714,368	26,704,114
1893.....	13,807,662	4,077,911	17,885,573	20,151,432	2,568,679	22,720,111
1894.....	13,501,664	3,840,429	17,342,093	17,974,332	2,297,884	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	39,518,576	7,090,090	37,608,666
1903.....	45,023,422	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
1906.....	38,467,449	20,671,216	59,138,665	30,237,692	1,370,028	31,607,720

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	29,204,031	36,973	25	29,802,820
1884.....	656,233	12,574,953	188,041		13,419,227
1885.....	983,806	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
1906.....	1,754,125	52,793,918	3,839,940	750,682	59,138,665

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Transit across United States Territory for Immediate Transshipment in Ports of the during each Year from 1873 to 1906, 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
723,149	28,583,336	2,236,344	64,831	31,607,720	1906

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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	1,481,033
1879	8,795,340	521,917	12,081,095	222,320	1,954,042	1,521,153
1880	10,311,139	620,704	17,154,747	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	9,759,256	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	8,936,228
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	36,561,721	3,519,942	8,372,450	10,910,462
1900	23,152,099	3,915,766	44,127,899	4,245,695	9,316,066	13,793,937
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	12,763,500	17,197,068
1905	20,581,822	5,218,572	42,502,898	5,545,098	11,391,223	18,525,147
1906	21,625,306	5,163,274	59,138,665	7,001,605	11,539,790	19,181,962

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for Immediate Transit across United States Territory or for Immediate Transshipment and so shipped, for each Year from 1868 to 1906, 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	663,214	520,493	1,096,387	38,850,676	.....1874
7,229,912	1,495,285	29,800,295	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	1,303,908	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	33,343,299	.....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	63,677,193	.....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
29,695,600	5,711,338	25,535,043	5,669,214	2,760,086	10,657,165	80,028,446	.....1899
37,983,450	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	6,701,963	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
47,746,664	8,702,643	31,607,720	12,908,799	4,826,616	17,858,160	123,650,602	.....1906

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 1906 inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879 inclusive), as method of transportation of specie and merchandise cannot be separately stated.

Year ending June 30.	IMPORTS.			EXPORTS.			IMPORTS AND EXPORTS.			Percentage carried in American vessels.
	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In American vessels.	In Foreign vessels.	Total.	
1857		259,116,170	101,773,971		251,214,837	111,476,825	510,331,027	213,519,796	723,850,823	70.5
1858		203,700,016	78,913,134		243,491,288	81,153,133	447,191,304	160,066,297	607,257,571	73.7
1859		216,123,428	122,644,702		249,617,933	107,171,509	465,741,381	229,816,211	635,557,592	66.5
1860		228,164,855	134,001,339		273,082,902	121,033,394	507,247,737	255,040,793	762,288,550	66.5
1861		201,544,055	134,106,098		179,972,733	69,372,180	241,695,471	203,478,278	584,965,066	65.2
1862		92,274,100	113,497,629		125,421,318	104,517,067	241,872,471	218,015,296	435,710,714	50.0
1863		109,744,580	143,173,340		132,137,891	199,880,691	241,872,471	343,056,031	584,928,502	41.4
1864		81,212,077	248,350,818		102,849,409	237,442,730	184,061,486	485,793,548	669,855,034	27.5
1865		74,385,116	174,170,336		93,017,756	292,839,588	167,402,872	437,010,124	604,412,906	27.7
1866		112,040,395	333,471,763		213,671,466	331,754,928	325,711,861	683,236,691	1,010,498,552	32.2
1867		117,209,536	300,622,033		180,625,368	286,708,368	297,834,904	581,330,403	879,165,307	33.9
1868		122,965,225	248,639,583		175,106,348	301,886,491	297,981,573	550,546,074	848,527,647	35.1
1869		136,802,024	300,512,231		153,154,748	325,979,781	289,956,772	586,492,012	876,448,784	33.1
1870		163,257,077	309,140,510		199,732,324	290,780,978	352,969,401	638,927,488	991,896,889	35.6
1871		15,187,354	363,020,644	7,798,136	190,378,462	392,801,932	22,085,510	363,694,172	1,192,472,258	31.2
1872		17,635,681	445,416,783	10,015,089	168,044,799	393,929,579	27,650,770	345,341,101	1,212,328,233	28.5
1873		17,070,518	471,806,765	10,799,430	171,566,758	494,915,886	27,869,978	346,306,592	1,340,899,221	25.8
1874		14,513,335	405,320,135	8,509,205	174,424,216	533,883,971	23,022,540	330,451,994	1,312,680,640	26.7
1875		13,083,859	382,949,968	7,304,456	156,385,066	501,888,949	20,388,235	314,297,472	1,119,434,544	25.8
1876		12,148,667	321,131,500	6,324,437	167,686,467	492,213,487	18,473,134	311,076,171	813,354,987	27.2
1877		10,697,640	329,565,833	6,767,170	164,826,214	530,354,703	17,464,810	316,666,281	859,920,562	26.5
1878		12,965,999	446,499,282	307,407,565	166,531,624	569,583,564	20,477,364	313,056,906	876,991,329	25.9
1879		11,983,823	310,499,599	7,439,862	128,425,339	700,769,633	20,981,393	258,346,577	1,224,265,434	17.18
1880		13,142,465	491,840,269	5,838,328	109,029,209	720,170,521	23,492,521	290,586,470	1,239,002,983	16.22
1881		17,193,213	491,840,269	8,259,398	116,955,324	777,162,714	34,973,317	277,229,745	1,194,043,627	26.5
1882		22,854,946	571,517,802	12,118,371	96,962,919	640,460,967	34,973,317	277,229,745	1,210,519,399	25.9
1883		23,003,048	564,175,576	25,089,844	104,418,210	694,331,348	48,092,892	240,420,500	1,547,020,316	15.54
1884		20,140,294	512,511,192	26,573,774	98,632,828	615,287,007	46,714,068	233,699,033	1,408,211,302	16.60
1885		21,149,476	443,513,801	24,183,299	82,001,691	586,004,765	45,832,775	194,865,745	1,079,518,066	14.76
1886		24,535,683	491,942,817	19,144,667	78,406,680	681,973,477	43,700,350	197,349,503	1,314,960,966	15.01
1887		27,562,059	543,392,216	21,389,666	72,991,253	621,802,292	48,951,725	194,356,746	1,408,502,979	13.80

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1886	32,209,459	123,525,298	568,222,357	22,147,368	67,332,175	606,474,964	54,356,827	190,857,473	1,174,697,321	1,419,911,621	13-44
1889	38,227,861	120,782,910	586,420,881	28,436,517	83,022,198	630,942,660	66,664,378	203,805,108	1,217,063,541	1,487,533,027	13-70
1890	40,621,361	124,948,948	623,740,100	32,949,902	77,592,138	747,376,644	73,576,263	202,451,086	1,371,116,744	1,647,139,093	12-29
1891	40,932,755	127,471,678	676,511,763	31,923,439	78,968,047	773,589,324	72,856,194	206,439,725	1,450,101,087	1,729,397,006	11-94
1892	39,736,595	139,139,891	648,333,976	33,220,629	81,033,844	916,023,675	72,947,224	220,173,735	1,564,539,651	1,857,680,616	11-85
1893	44,121,094	127,065,434	695,184,394	43,862,947	70,670,973	733,132,174	87,984,041	197,765,507	1,428,316,568	1,714,066,116	12-2
1894	29,623,095	121,561,193	503,810,334	49,221,427	73,707,023	769,212,122	78,844,522	195,268,216	1,273,022,456	1,547,135,194	13-3
1895	33,291,988	108,229,615	590,538,362	49,902,754	62,277,581	695,357,830	83,104,742	170,507,196	1,285,896,192	1,589,508,130	11-7
1896	35,535,079	117,269,074	626,890,521	61,131,125	70,392,813	751,083,000	96,666,204	187,691,887	1,377,973,521	1,662,331,612	12-00
1897	35,812,620	109,133,454	613,784,338	65,082,305	79,441,823	905,969,428	100,894,925	189,075,277	1,525,753,766	1,815,723,968	11-00
1898	30,427,784	93,535,867	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	9-30
1899	33,424,821	82,050,118	581,673,550	83,870,907	78,562,088	1,064,590,307	117,295,728	160,612,206	1,646,263,857	1,924,171,791	8-9
1900	44,412,509	104,304,940	701,223,735	110,483,141	90,779,252	1,193,229,089	154,893,650	195,084,192	1,894,444,424	2,244,424,266	9-3
1901	47,100,814	93,053,493	683,015,858	111,900,931	84,313,122	1,291,520,938	159,001,745	177,398,615	1,974,536,796	2,310,357,156	8-2
1902	56,306,711	102,188,002	744,706,235	123,824,337	83,631,365	1,174,263,079	180,191,048	185,819,987	1,919,029,314	2,285,460,349	8-8
1903	66,208,195	123,660,832	835,844,210	138,831,301	91,028,200	1,190,262,178	205,659,496	214,695,032	2,026,106,388	2,445,860,916	9-1
1904	66,239,120	132,253,065	790,595,186	152,736,889	97,482,054	1,210,608,328	220,976,069	229,735,119	2,001,203,514	2,451,914,642	10-3
1905	78,725,270	160,649,571	878,138,290	154,234,890	126,891,607	1,210,618,144	232,960,160	287,541,178	2,088,756,374	2,609,257,712	11-09
1906	86,677,047	168,488,129	971,397,270	183,265,494	151,339,368	1,333,318,520	269,972,541	313,827,497	2,354,715,790	2,944,513,828	10-52

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 1873, 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	70,023	30,160	114,735
1874.....	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807
1893.....	2,367	1,093,927	252,283	49,651	24,714	6,518	20,656
1894.....	2,909	903,361	275,377	89,700	100,874	5,288	22,620
1895.....	2,240	280,550	94,403	77,868	87,839	205	59,400
1896.....	7,963	408,872	100,227	109,967	197,713	77,210	55,230
1897.....	3,206	180,035	312,776	100,337	50,345	66,387	31,489
1898.....	1,854	69,986	364,248	89,906	76,244	7,745	43,044
1899.....	1,247	282,422	92,670	78,627	93,733	5,931	22,856
1900.....	1,171	138,302	189,013	63,204	36,435	10,478	34,254
1901.....	747	214,854	87,392	55,502	88,521	10,326	99,757
1902.....	1,328	291,938	33,001	75,314	44,678	18,503	24,291
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
1906.....	300	199,663	134,413	120,497	104,726	3,992	17,489

* Apples, meal of all kinds, potatoes.

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on all Canals in the State of New York, during a series of thirty-eight 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	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,522,358
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	707,310	80,191	922,603
346,200	1,030	26,409	108,801	646,440	62,574	845,254
572,080	.....	18,162	154,580	545,941	31,446	750,129

7-8 EDWARD VII., A. 1908

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	6,085	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	9,883
1906.....	18,294	326,798	211,805	31,446	49,306	1,784	10,739

* Fiscal. † Apples, meal all kinds, peas, potatoes.

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through the Welland Canal, during a period of thirty-six years, ended Dec. 31, 1906.

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	43,357
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	18,323	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
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993

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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-eight years.
VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles *	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436	.....	.....
1870.....	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2'05	.....
1871.....	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67'59	.....
1872.....	.....	330,032	866,169	41,515	73,572	5,900	88	1,317,276	67'50	.....
1873.....	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82'10	.....
1874.....	.....	650,161	459,728	3,192	44,079	112	237	1,157,509	47'18	.....
1875.....	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29'38	.....
1876.....	231	377,317	356,064	6,334	24,488	12,205	4,691	783,331	.....	0'39
1877.....	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55'52	.....
1878.....	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109'08	.....
1879.....	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99'07	.....
1880.....	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	162'06	.....
1881.....	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11'75	.....
1882.....	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9'96	.....
1883.....	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51'06	.....
1884.....	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37'18	.....
1885.....	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14'36	.....
1886.....	488	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72'11	.....
1887.....	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85'64	.....
1888.....	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33'87	.....
1889.....	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46'88	.....
1890.....	195	329,531	498,641	58,563	45,292	16,903	4,362	953,397	21'23	.....
1891.....	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	27'18	.....
1892.....	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10'69	.....
1893.....	424	1,086,834	240,767	38,986	21,981	6,156	243	1,395,391	77'43	.....
1894.....	327	887,908	265,947	69,707	99,898	5,191	2,123	1,331,101	69'26	.....
1895.....	98	271,957	83,611	71,185	85,507	205	15	508,596	.....	35'32
1896.....	6,971	402,114	89,726	101,154	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
1906.....	189,038	125,172	76,071	104,337	3,992	175	498,785	35'31

* 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	14,633	267,815	..	..
1870.....	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	..	1·06
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	75,983	3,308	4,989	5,931	126,763	.....	52·67
1876.....	967	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62·67
1877.....	855	28,955	3,308	80,306	316	6,603	6,556	126,899	.....	52·61
1878.....	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149	.....	65·21
1879.....	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52·51
1880.....	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49·43
1881.....	758	25,352	8,064	62,793	206	14,444	4,027	115,638	.....	56·82
1882.....	813	20,274	4,401	70,862	416	22,265	7,773	126,804	.....	52·65
1883.....	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73·00
1884.....	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885.....	519	6,484	22	45,264	.....	4,613	2,945	59,847	.....	77·62
1886.....	737	9,579	154	42,261	.....	1,671	4,814	59,216	.....	77·88
1887.....	790	675	2	44,580	.....	716	1,370	48,133	.....	82·02
1888.....	581	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	19,62	.....	93·01
1897.....	.....	6,588	5,550	7,349	10,648	800,219	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
1906.....	1,107	1,107	99·59

* 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-six years, ended December 31, 1906.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
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
1906	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161

* Fiscal † Apples, meal all kinds, pease, potatoes.

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C.—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-six years, ended December 31, 1906.

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	2,912	.....	667	1,006	337,530	68,064	14,354	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,289	49,843	95,741	59,401	224,264
1873	10,805	127,737	101,329	1,188	.....	3	392	243,366	4,659	13,826	170,242	62,942	62,942	292,176
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,849
1875	11,881	113,852	54,188	2,641	2,496	500	1,920	177,908	14	4,123	132,767	34,616	24,451	224,451	
1876	5,187	96,247	58,138	1,965	1,905	525	1,403	162,405	.....	5,531	107,110	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,663	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975	
1878	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	464	.....	.....	11	87,826	2,465	3,648	6,318	118,573	17,737	148,741
1880	.....	30,611	16,122	1,551	286	.....	.....	48,580	4,465	3,515	371	65,945	18,380	92,954
1881	.....	18,1	30,320	32,433	537	684	10	65,285	1,313	3,570	.....	83,858	6,464	97,205
1882	2,041	54,382	66,128	735	.....	.....	14	64,002	1,209	4,076	.....	158,552	14,533	177,161
1883	1,715	40,956	53,707	.....	9,874	.....	8,170	132,496	698	6,901	8	196,462	24,891	229,471
1884	.....	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	210,790	15,100	227,187
1885	7,591	53,258	94,048	.....	4,790	.....	13,201	172,888	156	5,328	1	198,416	15,029	215,039
1886	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	189,964	11,364	206,813
1887	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	.....	82,780	627	87,898
1888	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	.....	173,259	2,309	177,288
1889	9,294	31,527	180,842	6,519	27,630	.....	29,437	275,619	.....	504	.....	227,476	1,204	231,163
1890	6,802	32,097	127,494	8,113	52,823	.....	29,415	253,444	.....	292	.....	162,231	1,620	164,563
1891	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	.....	186,572	1,473	189,342
1892	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	.....	344	.....	183,895	.....	181,473
1893	17,795	53,846	105,329	28,095	27,621	.....	69,462	198,358	.....	297	.....	206,827	.....	207,171
1894	10,169	27,881	100,512	7,904	17,029	.....	46,316	269,892	181	1,594	.....	188,521	.....	188,818
1895	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	246	.....	149,490	.....	149,917
1896	7,237	18,919	169,057	14,173	14,969	.....	41,887	276,242	.....	146	.....	207,348	.....	207,494
1897	4,212	11,268	150,697	6,909	12,732	1,197	22,671	209,656	975	15	.....	165,143	.....	166,123
1898	6,118	12,996	81,777	2,424	19,526	923	18,198	141,892	351	1,646	4	156,814	.....	157,927
1899	7,966	18,771	60,945	2,402	39,706	2,149	14,248	145,787	.....	953	.....	88,931	.....	91,481
1900	17,165	23,557	55,531	7,119	26,344	.....	14,016	143,732	83	80	105	46,024	.....	46,977
1901	13,785	32,639	66,111	7,418	16,006	.....	12,675	142,634	.....	214	.....	12,911	.....	13,159
1902	6,082	15,439	108,917	11,433	6,112	4,174	13,568	165,735	.....	.....	.....	113,072	.....	113,535
1903	14,269	60,964	16,621	16,497	.....	.....	13,079	129,986	.....	.....	.....	63,882	.....	63,882
1904	24,054	15,483	93,622	9,197	10,892	.....	9,682	162,330	.....	.....	.....	73,464	.....	73,464
1905	15,215	13,410	135,240	9,266	11,323	10,678	195,132	169	33,523	33,692	

* Apples, meal all kinds, pease, potatoes.

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H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principal railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of thirty-six years, ended December 31, 1906.

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	2,875,863	783,331	99,975	162,405
1877	1,498,984	464,181	2,493,683	1,223,100	126,899	180,586
1878	1,912,734	403,403	3,695,764	1,644,301	93,149	128,361
1879	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882	1,118,776	306,482	3,885,557	864,826	126,804	64,002
1883	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890	1,167,901	519,291	4,336,199	953,37	54,969	275,619
1891	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444
1892	937,999	527,426	5,913,013	870,570	18,558	244,550
1893	1,452,563	805,253	5,107,426	1,395,391	17,620	311,389
1894	1,400,129	591,409	4,281,056	1,331,101	40,584	293,148
1895	602,505	486,421	3,798,574	508,596	14,465	209,802
1896	957,182	788,974	5,183,540	877,144	19,623	300,407
1897	744,575	816,914	5,673,638	688,635	20,449	276,242
1898	653,027	720,183	7,060,542	607,557	10,407	209,656
1899	577,486	459,688	6,211,827	527,868	12,546	141,892
1900	472,857	375,720	6,053,005	438,434	4,906	145,787
1901	557,099	290,909	6,334,001	473,729	6,266	143,732
1902	489,053	350,792	6,532,263	436,943	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	576,989	4,475,888	307,621	4,695	162,930
1906	572,080	650,172	5,350,042	498,785	1,107	195,133

* Fiscal.

7-8 EDWARD VII., A. 1908

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	126,398	104	59,532	354	355,702	195	108,720	869	650,352
1898.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	95,567		36,157		54,934		18,355		205,013	
Corn.....	56,538		30,455		284,059		66,761		437,813	
Barley.....					9,465		2,821		12,286	
Oats.....					17,329				17,329	
Peas.....	260				45				305	
Rye.....	3,564		1,480		9,135		1,948		16,127	
Coal.....	575		1,916		759		2,620		5,870	
Miscellaneous merchandise..	19,385		4,104		47,271		8,758		79,518	
Shingles, woodenware, &c....	2		9						11	
Sawed lumber..... Ft. B.M.	4,910,669		1,641,783		16,220,972		24,484,283		47,257,707	
Square timber..... Cub. ft.	825,545		1,183,821				388,410		2,397,776	
Firewood..... Cords.										
Staves..... No.	249								249	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	191	100,242	129	75,777	201	212,027	78	36,962	599	425,008
1899.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	91,901		80,928		16,250		7,244		196,323	
Corn.....	28,015		18,905		138,834		18,250		204,004	
Barley.....					2,424				2,424	
Oats.....	1,557				21,646				23,203	
Peas.....									923	
Rye.....					923				923	
Coal.....	435		6,736				3,398		10,569	
Miscellaneous merchandise..	25,203		18,631		49,522		1,567		94,943	
Shingles, woodenware, &c....	485		916				100		1,501	
Sawed lumber..... Ft. B.M.	2,077,748		772,739		14,855,338		19,949,079		37,634,904	
Square timber..... Cub. ft.	322,138		585,780		20,802		328,806		1,237,526	
Firewood..... Cords.			9						9	
Staves..... No.										
	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.	
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. F.M.	6,847,279		5,344,258		14,984,483		18,770,405		45,946,425	
Square timber..... Cub. ft.	439,827		355,951		11,583		198,420		1,005,781	
Firewood..... Cords.	126		255						381	
Staves..... No.	1,000								1,000	

SESSIONAL PAPER No. 20a

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	197	163,802	114	59,022	163	182,497	48	22,319	522	367,640
1901.	Tons.	Tons.	Tons.	Tons.	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.....	944	7,119	7,119	7,119						
Oats.....	27,197	27,197	27,197	28,141						
Peas.....	2,961	2,961	2,961	2,961						
Rye.....	1,960	362	357	2,679						
Coal.....	71,300	32,312	12,874	7,469	123,955					
Miscellaneous merchandise ..	18	18	18	18						
Shingles, woodenware, &c. ...	6,533,423	4,060,251	11,089,806	13,092,940	34,776,420					
Sawed lumber..... Ft. B.M.	362,441	204,682	9,384	149,531	724,038					
Square timber..... Cub. ft.	165	264	429	429						
Firewood..... Cords	No.	No.	No.	No.	No.					
Staves..... No.	No.	No.	No.	No.	No.					
1902.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat.....	82,954	85,973	52,889	221,816						
Corn.....	148	1,388	66,111	67,647						
Barley.....	1,200	43	7,418	7,418						
Oats.....	9,963	9,963	9,963	11,206						
Peas.....	3,808	271	271	4,079						
Rye.....	3,977	25,732	13,497	8,332	51,538					
Coal.....	33,111	8,723	38,351	1,594	81,779					
Merchandise.....	47	28	4	79						
Shingles, woodenware, &c. ...	13,218,960	3,256,187	25,437,287	19,540,426	61,452,860					
Sawed lumber..... Ft. B.M.	370,718	557,689	115,000	1,043,407						
Square timber..... Cub. ft.	56	40	96	96						
Firewood..... Cords	No.	14,000	14,000	14,000						
Staves..... No.	No.	No.	No.	No.						
1903.	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	22	85						
Rye.....	4,904	4,904	4,904	4,904						
Coal.....	389	12,991	8,133	8,496	30,009					
Merchandise.....	39,563	3,367	41,584	2,000	86,514					
Shingles, woodenware, &c. ...	54	54	54	54						
Sawed lumber..... Ft. B.M.	12,841,552	1,625,855	17,871,652	14,733,677	47,072,736					
Square timber..... Cub. ft.	572,000	660,000	84,200	84,200	1,316,200					
Firewood..... Cords	210	210	9	219						
Staves..... No.	641,000	641,000	641,000	641,000						

7-8 EDWARD VII., A. 1908

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.
	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		95,862				116,444
Barley.		2,619		824		23,728				27,171
Oats.						16,261				16,261
Peas.						3				3
Rye.										
Coal.		1,925		7,187		17,133		7,668		33,913
Iron ore.		31,907				1,925				36,832
Merchandise.		29,567				60,548				90,115
Shingles, woodenware, &c.										
Sawed lumber. Ft. B. M.		15,077,382		854,811		32,751,541		9,572,655		58,259,889
Square timber. Cub. ft.		944,508		744,000				149,000		1,837,508
Firewood. Cords.						717				717
Staves. No.		634,000								634,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	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
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	66,355	305	310,622	43	15,758	797	631,425
1906.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat.		250,493		34,355		35,578				320,436
Corn.		8,177				202,250		1,378		49,306
Barley.		8,546		5,046		17,854				31,446
Oats.		21,900		16,083		11,323				49,306
Peas.						11				11
Rye.				5		1,406				1,411
Coal.		30,455		47,242		24,190		9,356		111,243
Iron ore.		5,862								5,862
Merchandise.		35,383		7,009		110,263		50		152,705
Shingles, woodenware, &c.		16		37		851				904
Sawed lumber. Ft. B. M.		3,471,514		235,624		25,711,196		10,769,755		40,188,089
Square timber. Cub. ft.		375,000		200,000						575,000
Firewood. Cords.		110		18		1,093				1,221
Staves. No.						300,000				300,000

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 1906, is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels.....	98,893	
" sail ".....	20,211	
Total quantity in Canadian vessels.....		119,104
In United States steam vessels.....	101,144	
" sail ".....	1,742	
Total in United States vessels.....		102,886
Grand total freight passed UP the Welland Canal in Canadian and United States vessels.....		221,990

7-8 EDWARD VII., A. 1908

STATEMENT of the Quantity of Through Freight passed Up and Down the Welland Canal during the Season of Navigation in 1906.

Summary.	Tons.	Tons.
In Canadian steam vessels up.....	98,893	
" " down.....	374,450	
Total in Canadian steam vessels.....		473,343
In Canadian sail vessels up.....	20,211	
" " down.....	114,224	
Total in Canadian sail vessels.....		134,435
Total quantity in Canadian vessels.....		607,778
In United States steam vessels up.....	101,144	
" " down.....	451,373	
Total in United States steam vessels.....		552,517
In United States sail vessels up.....	1,742	
" " down.....	28,743	
Total in United States sail vessels.....		30,485
Total quantity in United States vessels.....		583,002
Total in Canadian and United States vessels.....		1,190,780
	Down or East Bound.	Up or West Bound
In Canadian vessels.....	483,674	119,104
In United States vessels.....	480,116	102,886
Total.....	968,790	221,990

Ashes..... 19 |
..... 54 |
..... 94 |
..... 100 |
..... 55 |
..... 6 |
..... 2 |
..... 25 |

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 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905 and 1906

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Cement and water lime			12	38	52	15	15				35	22	
Clay, lime and sand			5	7,561	6,217	5,063	4,292				8,170	10	
Iron, railway.....			79	375	1,351	3,000	5,420				1,651	384	269
" pig.....	195	1,766	2,020	2,000	3,960	596	1,288				16	48	
Steel.....	1	394	240										
Stone, for cutting.....	50	28	1,263										
Apples.....	258	959	240								9,697	43,007	21,196
Barley.....	60,661	70,285	182,330	267,583	310,498	150,999	109,359	14,319	1,719	123,864	55,021	84,204	55,559
Corn.....				3,293	5,687			4,365		3,643	212	13,694	80,570
Flaxseed.....				1,029	653	4,229	1,595	1,400	6,755	16,151	24,662	14,571	9,174
Flour.....	16,563	30,916	11,964					35		348	57	270	60
Meal, all kinds.....	4	65											
Oats.....	175	1,654	12,373	6,847	3,975	10,250	8,925	1,584	1,442	2,438	7,846	21,404	37,164
Oil cake.....								1,083		402		9,229	
Pease.....			3,020	2,078	260		115			63			
Rye.....			8,323	8,435	15,488	923	3,078	2,961	4,079	4,260		1,711	1,465
Salt.....				216	141	200		50		132		168	75
Seeds, all kinds.....			20										
Hay, pressed.....								246					
Tobacco, raw.....				51				23					
Wheat.....	212,557	138,643	255,198	278,498	184,154	169,978	121,896	132,792	200,975	256,746	133,528	190,565	289,611
All other agricultural products, vegetables.....			29			32							
Hides, skins, horns and hoofs.....			1	1	4	1					10		2
Horses.....													
Lard and lard oil.....								1,135				2,847	4,810
Meats, all kinds.....								114					
Pork.....								34					
Tallow.....	717		1									53	
All other agricultural products, animal.....													
Total, class 3.....	201,151	294,740	477,541	576,008	532,499	345,565	256,491	161,849	229,805	382,858	241,522	384,727	499,895
<i>Class 4.</i>													
Agricultural implements.....								1,785	13	58	17		
Ashes.....	19	34	91	133	73	55	25	3		2	16		

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, &c.—*Concluded.*

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	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	6
Furniture.....	2			53	75		6	1		15	3	21	11
Glass, all kinds.....		100	167	9	56	159			54	240		820	
Molasses.....										19		64	
Nails.....		6	23	112	1,141	7,143	15,647	14,987	12,091	14,619	12,848	20,700	19,995
Oil.....		2						17		5			
Paint.....												53	
Pitch and tar.....			4										
Rags.....										4			
Rosin.....										20			
Soda ash.....								4				59	72
Sugar.....		1						112				2,019	
Stone, wrought.....											87	53	
Tin.....							96					204	
Tobacco.....													
White lead.....		101		46	4	74	16	32			766	635	614
Whisky, beer and other spirits.....	330	558	376	1,226	866	518	92	2,420	419	582	713	851	466
Merchandise not enumerated.....													
Total, class 4.....	351	801	679	1,580	2,215	7,969	15,798	19,366	12,577	15,569	14,456	25,572	21,164
<i>Class 5.</i>													
Barrels, empty.....		1				1	182	66	15				
Hoops.....				257									
Sawed lumber.....	683	1,117	657	478	3,065	924	15,760	2,635	1,085			3,957	100
Staves, pipe and barrel.....				4,716							394		2,400
" West India and pipe.....													
Timber, square, in vessels.....			1,200	1,207	329	26					1,544	1,240	1,500
" in rafts.....	6								17				
Woodenware.....													
Total, class 5.....	689	1,118	1,857	6,658	3,394	951	15,942	3,265	1,117		1,938	5,217	4,000
<i>Special Class.</i>													
Coal.....												29,351	29,172
Iron ore.....									15,976		17,362	3,857	
Total, special classes.....												33,188	29,172
Grand total.....	292,191	266,659	480,077	584,246	538,108	354,485	28,231	184,420	250,475	308,427	275,278	448,704	554,231

SESSIONAL PAPER No. 20a

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, during the Seasons of Navigation in 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905 and 1906.

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	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	182	
Britannons								5	20	23	12		
Cement and water lime	2,281	1,859	1,686	887	996	997	1,931	2,916	178	3,924	39	181	88
Clay, lime and sand	253			4	144	8	4	2	1	181			
Cotton, raw										23			
Fish	512		11	10	9	10	8	8	8		4		
Gypsum													
Iron, railway	20		1,687			4	74	748	11,735	39,641	283	126	7,249
" pig		56	28	6			3		558	273		312	680
" all other	114	1,831	727	559	699	1,318	1,428	4,950	2,904	5,845	3,782	3,633	8,285
Salt	843	932	822	25	35	19	48	75	4	87	99	150	17
Steel	248	528			19	18		3	11	332	58	192	111
Stone for cutting			4	62							41		
Flour								16				18	
Hay		124											
Meals	15									17	25		
Oats													
Potatoes													
Seeds, all kinds	33	25	99	121	56	121	218	302	58	325	164	35	17
Tobacco, raw									1	2			
Agricultural products not enumerated, vegetables	5	26		4				1	1			127	
Hides and skins	26								16	6			
Horses			1		1				11			28	20
Lard and lard oil		1			2								
Meats other than pork										1	25		
Pork							1						
Wool													
All other articles not enumerated	10												
Total, class 3	4,335	5,432	5,080	1,698	2,031	2,500	3,764	9,222	15,520	50,768	4,647	4,934	16,457
<i>Class 4.</i>													
Agricultural implements													5
Ashes, pot and pearl				1						2			
Crockery and earthenware	107	12	83	4	33	3	5			32	291	155	294
Dye woods, &c.											2		

7-8 EDWARD VII., A. 1908

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, &c.—*Continued.*

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Fin.</i>													
Furniture.....													
Glass, all kinds.....	175	394	612	799	150	299	456	612	1,384	1,207	1,671	1,641	2,519
Manilla.....	11										34	93	37
Marble.....													35
Melasses.....	42	20	1					1		6		1	
Nails.....	500	1,149	409	129	229	518	30	675	1,292	2,878	2,009	3,061	4,011
Oil, in barrels.....	8	31	33	12	15	21	74	83	14	16	1,418	120	148
Paint.....	8	75	49	20	35	2	12	69	97	158	202	367	412
Pitch and tar.....	152	67	60	20	37	6	21	27	27	58	199	5	239
Rags.....						14			1	20		15	
Resin.....						15				1			
Soda ash.....	94	84	74	249	88	108	69	169	201	264	387	28	310
Stones, wrought.....			17	25	31								
Sugar.....	2,724	1,430	1,873	311	566	1,596	430	810	1,314	204	52	1,168	1,153
Tin.....	927	396	395	359	237	159	117	338	506	209	362	928	1,365
Turpentine.....								1	2	1			
White lead.....	2	7	10	5		1	4	11	37	80	82	80	304
Whiting.....	1	113	56	104	93	89	39	49	61	22	33	158	93
Whisky, beer, &c.....	53	77	51	93	98	178	295	131	182	452	432	384	483
Merchandise not enumerated.....	900	1,268	1,247	711	793	482	744	1,516	1,049	3,674	6,200	15,390	11,707
Total, class 4.....	5,104	5,123	4,970	2,844	2,405	3,491	2,447	4,492	6,169	9,294	13,379	23,566	23,116
<i>Class 5.</i>													
Barrels, empty.....													
Firewood in vessels.....													54,906
Lumber, sawn, in vessels.....									3,600	40,926	40,425	43,982	2,307
Railway ties in vessels.....										611			
Woodenware.....													5
Total, class 5.....									3,600	40,637	40,425	43,982	57,218
<i>Special Class.</i>													
Coal.....											10,200		
Iron ore.....											2,861		
Total, special class.....											13,061		
Grand total.....	9,439	10,555	10,050	4,542	4,436	5,991	6,211	13,714	25,289	100,639	71,542	72,482	96,791

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 1894 to 1906 inclusive.

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	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.....	5												
Iron, railway.....		181		965	770								
" all other.....		214			324	1,008	714	105	30			1	27
Salt.....					549								
Steel.....			498		2,951	13,522	3,110						2
Stone for cutting.....													
Apples.....													
Barley.....	28,065	7,904	11,128	14,173	6,909	2,424	2,462	7,119	7,418	11,433	16,621	9,197	9,296
Corn.....	105,329	100,512	175,094	169,057	150,657	81,777	60,545	55,531	66,111	108,917	60,964	93,622	135,240
Flour.....	17,795	10,169	16,224	7,237	4,212	6,118	7,966	17,168	13,785	6,082	8,556	24,054	15,215
Hay, pressed.....				301								200	
Mead, all kinds.....	60,390	46,316	46,456	41,644	22,626	18,198	14,244	14,016	12,675	13,546	13,076	9,606	10,668
Marble.....												87	
Nails.....													1
Oil cake.....	29						2,705	1,302	110	740	16,497	228	
Oats.....	27,621	16,442	16,137	14,969	12,729	19,526	39,706	26,344	10,066	6,112	3	10,892	11,323
Pease.....					45		4			22		76	11
Potatoes.....													
Rye.....			490		1,197	923	2,149			4,174			
Flaxseed.....						200				1,594			756
Seeds, all kinds.....		14	78	299	44	11			10	27		43	3
Tobacco.....													
Wheat.....	53,846	27,881	34,878	28,919	11,268	12,926	18,771	23,557	32,639	15,436	14,269	15,483	13,410
Agricultural products, vegetables.....							6	10		1			1
Hides and skins, &c.....		8	41	23									
Horses.....	4		3	3			4						
Lard and lard oil, &c.....		6	1,348	1,444	3,671	864	1,588	1,680	2,413				22
Meats, other than pork.....		30											
Pork.....	56	87	390	243	1,271	343	17	970	632	152	379	273	268
Sheep.....													
Tallow.....			900		359	201	631	119					
Wool.....	1,484	1,536	900	197	89	130		3	752	482	134	21	89
Total, class 3.....	294,654	211,300	303,665	280,319	219,434	158,720	154,680	147,947	146,581	168,720	130,499	163,784	196,301
<i>Class 4.</i>													
Agricultural implements.....									389				494
Crockery and earthenware.....													
Furniture.....		2			2	7		3	17				1

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 1894 to 1906 inclusive—*Concluded.*

Articles.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Glass, all kinds													
Marble						8	57	4					
Molasses						11							
Nails	57					367							
Oil, in barrels		30	1,005	198	119	367	17	22	1,594	2,000	1		
Paint					3	2	36				17	42	1
Rags						1				4		4	
Soda ash													
Stone, wrought							154	448	280		53	53	840
Sugar			59	31									
White lead													
Whisky, beer and all other spirits		15			34	168	1	1		3		7	
Merchandise	2,976	7,656	3,990	3,691	3,828	6,219	7,889	3,927	1,928	2,010	1,554	2,008	2,324
Total, class 4	3,033	7,762	5,160	3,820	3,986	6,783	8,161	3,805	4,218	4,017	2,021	2,666	3,660
<i>Class 5.</i>													
Empty barrels			10				5	282					2
Firwood, in vessels			165								717	2,700	3,609
Lumber, sawn, in vessels	62,905	41,974	75,515	68,280	52,844	57,695	55,128	38,085	72,806	48,337	30,194	13,726	27,701
Masts and spars, in vessels				403									
Hop poles											154		
Railway ties, in vessels		446									652	2,248	
Shingles												62	53
Split posts												12	
Staves, salt barrel													1,500
Timber, square, in vessels		500		1,040									
Woodenware, &c			12	1									
Total, class 5	62,905	42,920	75,702	69,724	52,844	57,695	55,133	38,367	72,810	48,337	31,717	20,751	32,865
<i>Special Class.</i>													
Coal	727	603	1,255		759	2,293	992	357	501		1,100	3,346	4,400
Stone, not suitable for cutting													
Kryolite													
Total, special class	727	603	1,255		759	2,293	992	357	501		1,100	3,346	4,400
Grand total	361,319	262,585	385,782	353,863	277,023	225,491	218,969	190,476	224,110	221,074	165,337	190,547	237,226

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 1906.

Names of Vessels.	Original Quantity	Quantity	Cargo through the
	through the Welland Canal.	Transhipped at Kingston.	St. Lawrence Canals to Montreal
	Tons.	Tons.	Tons.
Canadian Steamer Advance	1,078		1,078
" " "	1,119		1,119
" " "	1,135	115	1,020
" " A. E. Ames	1,470		1,470
" " "	1,500		1,500
" " "	1,470		1,470
" " "	1,391		1,391
" " "	1,401		1,401
" " "	1,560		1,560
" " "	1,500		1,500
" " "	1,380		1,380
" " Arabian	1,170		1,170
" " "	1,185		1,185
" " "	1,170		1,170
" " "	1,175		1,175
" " "	1,170		1,170
" " "	1,140		1,140
" " "	1,140		1,140
" " Bickerdike	1,380		1,380
" " "	816		816
" " "	1,397		1,397
" " "	557		557
" " "	1,338		1,338
" " "	1,320		1,320
" " Cataract	1,108		1,108
" " City of Montreal	1,020		1,020
" " "	375		375
" " "	900		900
" " "	900		900
" " "	538		538
" " "	297		297
" " Golspie	2,236		2,236
" " Haddington	2,230		2,230
" " "	2,257		2,257
" " "	2,250		2,250
" " "	2,224		2,224
" " "	2,160		2,160
" " "	2,190		2,190
" " Neepawah	1,740		1,740
" " "	1,650		1,650
" " "	1,800		1,800
" " "	1,500		1,500
" " "	1,695		1,695
" " "	1,680		1,680
" " "	1,755		1,755
" " "	1,725		1,725
" " H. M. Pellatt	1,380		1,380
" " "	1,445		1,445
" " "	1,387		1,387
" " "	1,393		1,393
" " "	1,440		1,440
" " "	1,485		1,485
" " "	1,050		1,050
" " "	1,260		1,260
" " J. H. Plummer	1,483		1,483
" " "	1,468		1,468
" " "	1,471		1,471
" " "	1,470		1,470
" " "	581		581
" " "	1,140		1,140
" " "	1,140		1,140
" " "	1,395		1,395

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N.—STATEMENT Showing the Number of Vessels which took their Cargoes of WHEAT through the Welland Canal from Ports west of Port Colborne; the quantity transhipped at Kingston, and the quantity of each Cargo through the St. Lawrence Canals to Montreal, during the season of Navigation in 1906.

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.....	810	.....	810
" " ".....	1,530	.....	1,530
" " ".....	1,500	.....	1,500
" " ".....	1,500	.....	1,500
British " Turret Cape.....	2,100	216	1,884
" " Turret Chief.....	2,135	.....	2,135
" " Turret Crown.....	2,117	.....	2,117
" " ".....	2,117	257	1,860
Canadian Barge Melrose.....	1,209	.....	1,209
" " Selkirk.....	1,349	.....	1,349
United States Steamer J. S. Keefe.....	870	163	707
" " ".....	720	.....	720
Total.....	93,137	751	92,386

Number of cargoes of wheat.....	720	74
Quantity through Welland to Kingston.....	93,137	tons.
" transhipped at Kingston.....	751	"
" taken to Montreal in vessels in which it arrived at Kingston...	92,386	"

N.—STATEMENT showing the Number of Vessels which took their Cargoes of Corn through the Welland Canal from Ports west of Port Colborne, the quantity transhipped at Kingston, and the quantity of each cargo through the St. Lawrence Canals to Montreal, during the Season of Navigation in 1906.

Names of Vessels.	Original Quantity through the Welland Canal.	Quantity transhipped to Kingston.	Cargo through the St. Lawrence Canal to Montreal.
	Tons.	Tons.	Tons.
Canadian Steamer City of Montreal.....	336	.....	336
" " R. S. Halcomb.....	437	.....	437
United States " G. S. Howe.....	2,163	95	2,068
" " J. S. Keefe.....	2,226	.....	2,226
" " ".....	2,254	.....	2,254
" " Jno. Lambert.....	2,266	311	1,955
" " Madagascar.....	1,624	.....	1,624
" " S. N. Parent.....	2,268	267	2,001
" " ".....	2,251	182	2,069
" " Zapotic.....	1,378	.....	1,378
Total.....	17,203	855	16,348

Number of Cargoes of Corn.....	Number.	10
Quantity through Welland Canal to Kingston.....	Tons.	17,203
" transhipped to Kingston.....		855
" taken to Montreal in vessels in which it arrived at Kingston.....		16,348

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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 1906.

	Number of Cargoes.	Total Number.
Wheat.....	74	
Corn.....	10	
Total.....		84
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal	93,137	
" corn " ".....	17,203	
Total through the Welland Canal.....		110,340
Quantity of the above transhipped at Kingston—		
Wheat.....	751	
Corn.....	855	
Total transhipped.....		1,606
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston—		
Wheat.....	92,386	
Corn.....	16,348	
Total quantity to Montreal.....		108,734
Grand total.....		110,340

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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 1906.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	172	179,655	33	30,883	177	238 809	1	796	383	445,143
Barley		8,546		5,046		17,854				31,446
Corn		8,177				202,250		1,378		211,805
Oats		21,900		16,083		11,323				49,306
Pease						11				11
Rye				5		1,406				1,411
Wheat		250,493		34,355		35,578				320,426
Total		289,116		55,489		268,422		1,378		614,405

						Tons.
172	Cargoes in Canadian Vessels, Steam, total quantity.....					289,116
33	"	"	"	Sail,	"	55,489
177	"	United States	"	Steam.	"	268,422
1	"	"	"	Sail	"	1,378

P.—STATEMENT of the Quantity of Grain arrived at Kingston, Ogdensburg and Prescott, in Vessels which passed Down the Welland Canal, during the Season of Navigation in 1906.

Summary.	Tons.	Tons.
Canadian steam—172 cargoes of grain	289,116	
" sail 33	55,489	
Total in Canadian vessels		344,605
United States steam—177 cargoes of grain	268,422	
" sail 1	1,378	
Total in United States vessels.....		269,800
Total in Canadian and United States Vessels		614,405
Distributed as follows:—		
95 Canadian and 13 United States vessels arrived at Kingston and discharged part of their cargoes, taking the balance to Montreal.....		135,162
202 vessels arrived at Kingston and discharged all their cargoes, as follows:		
165 cargoes in Canadian vessels	223,983	
37 " United States vessels.....	45,790	
Quantity transhipped and taken to Montreal.....		*269,773
Quantity remaining at Kingston, Ogdensburg, Prescott and other American ports.....		209,470
Total		614,405

* Of this quantity, 4,191 tons were transhipped from Kingston, being grain of 1905.

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Q ---COMPARATIVE STATEMENT of the Quantity of Grain passed Down the Welland Canal to Kingston and Ogdensburg, during the Seasons of Navigation in 1905 and 1906.

	1905.		1906.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels	167	239,418	205	344,605
Quantity arrived at Kingston and Ogdensburg in United States vessels	235	273,344	188	269,800
Total	402	512,762	393	614,405
Quantity transhipped at Kingston and Ogdensburg in Canadian vessels for Montreal		107,384		*269,773
Quantity taken to Montreal in vessels in which it arrived at Kingston		234,047		135,162
Quantity remaining at Kingston, Ogdensburg and Cardinal		171,331		209,470
Total		512,762		614,405

* Of this quantity, 4,191 tons were transhipped from Kingston, being grain of 1905. 108 vessels took their cargoes through in 1906, against 161 in 1905. 185 vessels discharged all their cargoes in 1906, against 240 in 1905.

7-8 EDWARD VII., A. 1908

S.—The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1906, 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
1906.....	60		29,123	4,400	7,161	106,843	147,587	*29,517 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 1906 all tolls were free. O. C. April 23, 1903.

*These tolls were "free by O.C. April 27, '03.

SESSIONAL PAPER No. 20a

T.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canal during the seasons of 1885 to 1906, 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	329,973	339,643	*48,145 95
1905.....	8,518	345,589	354,107	*51,808 33
1906.....	6,989	313,080	320,069	*47,905 93

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.

7-8 EDWARD VII., A. 1908

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 1895 to 1906 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.
1895.	Tons.	Tons.	Tons.
Apples.....	28		
Ashes.....	34	15	
Barley.....	959		7,730
Bricks.....		651	
Coal.....		7,809	603
Corn.....	70,235	2,912	91,743
Flour.....	30,916	1,824	10,265
Furniture.....		12	2
Glass.....		1	
Horses.....	1	1	
Hides, skins, &c.....			8
Iron, railway.....			181
" pig.....	79	1,994	
" all other.....	1,766	1,408	214
Lard and lard oil.....			6
Meal, all kinds.....	65		46,316
Meats, other than pork.....			30
Molasses.....	100		
Oats.....	1,654	123	16,442
Oil, in barrels.....	6	41	30
Pork.....			87
Paint.....	2		
Salt.....		36	
Stone, for cutting.....		430	
Seeds, all kinds.....			14
Steel.....	394		462
Sugar.....			59
Spirits, beer, &c.....	101	84	15
Tobacco.....		16	
Wheat.....	*158,643	29,061	17,908
Wool.....			1,536
Merchandise not enumerated.....	558	1,302	7,656
Barrels, empty.....	1		
Sawn lumber, in vessels.....	1,117	492	43,286
Railway ties.....			1,942
Shingles.....		19	
Square timber, in vessels.....		63,715	500
Total.....	266,659	111,946	247,035

* Of this amount 3,469 tons came down to Kingston in 1894, were stored there and taken to Montreal in 1895; and 245 tons came down to Ogdensburg in 1894, stored there, and transhipped to Montreal in 1895.

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.....	182,230	19,688	118,426
Crockery.....	5		
Fish.....		2	
Flour.....	11,064	13,846	16,224
Furniture.....		3	
Glass.....	9	3	
Hay, pressed.....		563	
Hides, skins, &c.....			41
Horses.....	1	1	3
Iron, railway.....		1,192	
" pig.....	5	1,559	
" all other.....	2,020	1,725	
Lard and lard oil.....			1,348
Meal, all kinds.....		500	46,456
Molasses.....	167		
Oats.....	12,373	1,454	14,351
Oil, in barrels.....	23		1,005
Pease.....	3,020	10	
Pork.....	1		390
Rags.....	4		
Rye.....	8,323	647	
Salt.....		80	
Seeds of all kinds.....	20		78
Steel.....	542	11,317	498
Sugar.....	1		165
Tobacco.....		1	
Wheat.....	*254,763	51,587	16,467
Wool.....		8	900
Merchandise not enumerated.....	376	54	3,990
Barrels, empty.....			10
Firewood, in vessels.....			165
Sawn lumber.....	657	1,286	78,397
Shingles.....		94	40
Square timber, in vessels.....		55,588	
" 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.

7-8 EDWARD VII., A. 1908

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1897.	Tons.	Tons.	Tons.
Agricultural products, vegetable.			32
Ashes	133		
Barley			14,173
Bricks		739	845
Clay, lime and sand	38	430	
Coal		9,803	
Corn	*264,396	11,103	115,689
Flaxseed	3,293	169	
Flour	1,029	211	7,237
Furniture	1	5	
Glass	53	9	
Hay, pressed			301
Horses	1	1	3
Hides and skins, &c			23
Iron, railway.		6,241	965
" pig		2,828	
" all other	7,564	6,143	
Lard and lard oil			1,444
Meal, all kinds		699	41,644
Molasses	9		
Oats	*6,847	3,046	15,233
Oil, in barrels	112	51	198
Pease	*2,078	3	
Pork			243
Rye	8,435	48	
Salt	216		
Stone for cutting		330	
Seeds, all kinds			299
Steel	375	4,680	
Sugar			31
Spirits, beer, &c	46		
Tobacco	51		
Wheat	*278,498	†39,057	12,661
Wool			197
Merchandise not enumerated	1,214	347	3,591
Firewood, in vessels		12	
Hoops	257	8	
Lumber, sawn, in vessels	478	1,158	69,710
Masts			403
" " rafts		5	
Railway ties, in vessels		999	
Split posts		4	
Timber, square	1,207	81,117	1,040
Staves and headings, salt barrel	4,716		
Woodenware			1
Total	581,047	169,246	285,963

* Of this quantity of corn 573 tons came down to Ogdensburg and Prescott in 1896, were stored there and transhipped to Montreal in 1897.

* Of this quantity of oats 50 tons came down to Prescott in 1896 and passed down to Montreal in 1897, and 170 tons passed through on St. Catharines Reports; 136 tons of which passed down to Montreal.

* Of this quantity of pease 230 tons were transhipped and passed through on St. Catharines Reports.

* Of this quantity of wheat 624 tons were transhipped and passed through on St. Catharines Reports, and 7,072 tons came down to Kingston and Prescott in 1896 and passed down to Montreal in 1897.

† Of this quantity, 1,079 tons were transhipped and passed through on St. Catharines Reports.

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.
1898.	Tons.	Tons.	Tons.
Agricultural products, vegetable	56		
Ashes	73		
Barley	3,960	1,417	6,969
Cement and water-lime			300
Clay, lime and sand	52	1	
Coal		4,536	759
Corn	*310,498	13,338	116,317
Flaxseed	5,687	9	
Flour	653		4,212
Furniture			2
Glass	75		
Horses	4		
Iron, railway		674	770
" pig		4,187	
" all other	6,217	257	324
" ore		13,433	
Lard and lard oil			3,671
Meal, all kinds			22,626
Molasses	56		
Oats	3,975	625	12,729
Oil, in barrels	1,141	15	119
Paint			3
Pease	260		45
Pork			1,271
Rye	*16,133	39	
Salt	144	544	
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.

7-8 EDWARD VII., A. 1908

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
	Tons.	Tons.	Tons.
1899.			
Agricultural products, vegetable	32		
Ashes	58		
Barley	596		1,828
Clay, lime and sand	15		
Coal		8,276	2,293
Corn	*150,999	16,594	43,854
Flaxseed	200		
Flour	4,229	1,889	4,404
Furniture		2	7
Glass	10		
Horses	1		
Iron, ore		26,125	
" all kinds	5,063		194
Lard and lard oil		3	964
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	*269,978	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		5	
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 United States Ports.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.
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.

7-8 EDWARD VII., A. 1908

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	175,169

*Of this quantity 9,324 tons came to Ogdensburg in 1900, were stored there, and transhipped to Montreal in 1901.

SESSIONAL PAPER No. 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.
1902.	Tons.	Tons.	Tons.
Agricultural implements	12		399
Barley			7,418
Coal	15,976		35,562
Corn	1,719	10,335	55,593
Fish		1	
Flour	6,755	5,897	7,030
Furniture			17
Iron, railway	50		
" all other	5,785		220
" ore		3,492	18,988
Lard and lard oil			2,413
Meal, all kinds			12,675
Molasses	54	18	
Oats	1,442		9,764
Oil, (in barrels)	12,091	131	1,594
Oil cake			110
Paint		20	
Pitch and tar		33	
Pork			632
Rye	4,079		
Seeds, all kinds			10
Sugar			280
Wheat	* 200,975	12,452	8,389
Wool			752
Merchandise not enumerated	419	172	1,928
Barrels (empty)	5	15	
Firewood, in vessels		288	
Lumber, sawn, in vessels	1,085	1,178	97,300
Saw logs		28	
Square timber, in vessels		20,838	
Staves (barrel)		35	
Woodenware	17		
Total	250,475	55,733	361,078

* Of this quantity 6,096 tons were transhipped to Montreal, being grain of 1901.

7-8 EDWARD VII., A. 1908

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity	Quantity passed	Quantity
	passed down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	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.....			153
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	111,360	213,449

*Of this quantity 2,890 tons were transhipped to Montreal, being grain for 1902.

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.
1904.			
Agricultural implements.....	17		393
Apples.....	1		
Ashes.....	16		3
Barley.....	9,697	853	16,621
Cement and water-lime.....	35		
Coal.....		32,815	1,100
Corn.....	55,921	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.....	*133,428	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	35,697	
Salt barrels.....	394		
Total.....	275,277	103,803	240,998

* Of this quantity 4,014 tons were transhipped to Montreal, being grain of 1903.

7-8 EDWARD VII., A. 1908

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.
1905.	Tons.	Tons.	Tons.
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	
" 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.

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U.—COMPARATIVE STATEMENT of the quantity of Through Freight passed Down the Welland Canal to Canadian Ports, &c.—*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.
1906.	Tons.	Tons.	Tons.
Agricultural products, vegetables.....			1
Agricultural implements.....			494
Ashes.....	42		
Barley.....	21,196	984	9,266
Cement and water-lime.....		1	
Coal.....		106,843	4,400
Corn.....	55,559	15,688	140,558
Flaxseed.....	80,570	3,392	756
Flour.....	9,174	70	8,916
Furniture.....	6		1
Glass, all kinds.....	11		
Hides, skins, &c.....	2		
Iron, all other.....	269	1,070	27
" pig.....		1,691	
" railway.....		1,091	
Lard and lard-oil.....	4,810	2	
Meals, all kinds.....	60		10,668
Nails.....		11	
Oats.....	37,164	819	11,323
Oils.....	18,995	5,134	
Ore, iron.....		5,862	
Pease.....		11	
Pork.....		268	
Rye.....	1,405	6	
Salt.....	75	19	
Seeds, all kinds.....		3	3
Soda ash.....	30		
Steel.....		2	
Sugar.....			840
Spirits, all kinds.....	614	370	
Wheat.....	*289,611	15,834	14,972
Wool.....			89
Merchandise.....	466	337	2,324
Barrels, empty.....			2
Firewood.....		54	3,609
Lumber, sawn in vessels.....	100	39,207	27,701
Railway ties, in vessels.....		849	
Staves.....	1,500		
Shingles.....			53
Timber, square, in vessels.....	1,500	10,000	
Total.....	523,159	209,628	236,003

* Of this quantity 4,191 tons were transhipped to Montreal, being grain of 1905.

U.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1895.	Tons.	Tons.	Tons.
Barley	959		7,320
Corn	70,265	2,912	91,743
Oats	1,651	123	16,442
Pease			
Rye	†158,643	29,061	17,908
Wheat			
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	181,330	19,688	118,426
Oats	12,373	1,454	14,351
Oats	3,020	10	
Rye	8,323	647	
Wheat	254,763	51,564	16,467
Total grain	†461,049	73,386	160,372
Other articles	18,393	99,564	150,977
Total	749,442	172,959	311,349
1897.			
Barley			14,173
Corn	264,396	11,103	115,689
Oats	6,774	3,046	15,233
Pease	2,078	3	
Rye	8,435	48	
Wheat	278,498	39,057	12,661
Total grain	*560,254	53,257	157,756
Other articles	20,793	114,989	122,207
Total	581,047	166,246	285,963
1898.			
Barley	3,960	1,417	6,909
Corn	310,498	13,338	116,317
Oats	3,975	625	12,729
Pease	260		45
Rye	16,133	39	
Wheat	184,706	15,860	8,612
Total grain	**519,532	31,279	144,612
Other articles	19,773	79,614	114,259
Total	539,305	110,893	258,871

† Of this amount, 3,469 tons came down to Kingston in 1894, was stored there, and taken to Montreal in 1895, and 245 tons came down to Ogdensburg in 1894, was stored there, and transhipped to Montreal in 1895.

‡ Of this amount, 5,290 tons came down to Kingston in 1895, was stored there, and transhipped to Montreal in 1896.

* Of this quantity, 7,695 tons came down in 1896 and were transhipped to Montreal in 1897.

** Of this quantity, 6,550 tons came down in 1897 and were transhipped in 1898.

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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.
1899.			
	Tons,	Tons.	Tons.
Barley.....	568		1,828
Corn.....	150,999	16,594	43,854
Oats.....	10,250	1	13,139
Pease.....			
Rye.....	923		
Wheat.....	169,978	24,602	9,190
Total grain.....	**332,736	40,197	68,011
Other articles.....	21,739	68,671	104,727
Total.....	354,485	108,958	172,732
1900.			
Barley.....	1,288	563	1,598
Corn.....	109,358	9,844	44,406
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.....	43,670	95,680	93,287
Total.....	288,231	113,205	177,876
1901.			
Barley.....			
Corn.....	14,319	4,828	49,609
Oats.....	1,584	853	25,704
Pease.....			
Rye.....	2,961		
Wheat.....	132,702	8,051	9,057
Total grain.....	†151,566	13,732	83,370
Other articles.....	32,854	128,614	91,799
Total.....	184,420	142,346	175,169
1902.			
Barley.....			7,418
Corn.....	1,719	10,335	55,583
Oats.....	1,412		9,764
Pease.....			
Rye.....	4,079		
Wheat.....	200,975	12,452	8,389
Total grain.....	‡208,215	22,787	81,165
Other articles.....	42,260	32,946	179,914
Total.....	250,475	55,733	261,078

* Of this quantity, 14,077 tons came down in 1898 and were transhipped to Montreal in 1899.

** Of this quantity, 12,171 tons came down in 1899 and were transhipped to Montreal in 1900.

† Of this quantity, 9,324 tons came down in 1900 and were transhipped to Montreal in 1901.

‡ Of this quantity, 6,096 tons came down in 1901 and were transhipped to Montreal in 1902.

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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.
1903.			
Barley.....	2,296	1,017	11,433
Corn.....	116,223	13,846	89,689
Oats.....	2,438	.....	5,315
Pease.....	63	.....	22
Rye.....	4,200	.....	644
Wheat.....	226,746	14,199	13,725
Total grain.....	\$851,936	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	18,998	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
1906.			
Barley.....	21,196	984	9,266
Corn.....	55,559	15,688	140,558
Oats.....	37,164	819	11,323
Pease.....	.....	11	.....
Rye.....	1,405	6	.....
Wheat.....	***289,611	15,843	14,972
Total grain.....	404,935	33,351	176,119
Other articles.....	118,224	176,277	59,884
Total.....	523,159	209,628	236,003

§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.

***Of this quantity, 4,191 tons were transhipped to Montreal, being grain of 1905.

QUANTITY OF VEGETABLE FOOD AND LUMBER, ETC,

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St. Peter's Canal, 1905.....	1,451	7,469	8,305	15,754
" 1906.....	1,460	39	2,498	1,868	5,933	9,403	18,763
Increase.....	9	.....	39	.....	630	.....	.....	.....	.....	1,536	1,098	1,631
Decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trent Valley Canals, 1905.....	25	484	.....	.....	15	.....	.....	.....	.....	163	3,619	4,321
" 1906.....	71	695	7	.....	15	18	.....	.....	.....	214	1,815	2,835
Increase.....	46	211	7	.....	.....	18	.....	.....	.....	51	.....	.....
Decrease.....	.....	.....	.....	.....	15	.....	.....	.....	.....	.....	1,804	1,486
Murray Canal, 1905.....	180	408	1	633	27	.....	.....	.....	.....	875	59	2,183
" 1906.....	34	27	51	94	12	.....	.....	1	.....	252	1,545	2,016
Increase.....	146	381	50	539	15	.....	.....	1	.....	623	1,486	167
Decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sault Ste. Marie Canal, 1905.....	190,878	779,493	4,116	41,793	35,720	1,910	.....	.....	.....	5,671	35,368	1,094,949
" 1906.....	268,108	1,031,673	4,068	85,547	144,051	3,934	.....	.....	.....	17,421	55,615	1,610,423
Increase.....	77,230	252,186	.....	43,754	108,331	2,204	.....	.....	.....	11,750	20,247	515,474
Decrease.....	.....	.....	48	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total increase.....	45,653	257,280	.....	12,689	123,788	129	.....	44	.....	10,808	54,482	433,036
Total decrease.....	.....	.....	46,458	.....	.....	.....	.....	.....	.....	.....	.....	.....

Total for year 1905..... 2,359,981
 " 1906..... 3,393,017

RICHARD DEVLIN,
Comptroller of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, April 5, 1907.

7-8 EDWARD VII., A. 1908

CANAL
COMPARATIVE STATEMENT for years

—	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1904				3,288 86	21,346 64
" " 1906				8,433 31	21,269 06
Increase				5,144 45	
Decrease					77 58
St. Lawrence Canals, 1905			45 00	802 40	16,452 09
" " 1906	115 26	183 61	306 30	1,343 02	14,056 89
Increase	115 26	183 61	261 30	540 62	
Decrease					2,395 20
Chambly Canal, 1905				13 27	4,460 39
" " 1906				27 55	2,757 49
Increase				14 28	
Decrease					1,702 90
Ottawa Canals, 1905				641 08	4,703 43
" " 1906				737 27	4,695 15
Increase				96 19	
Decrease					8 28
Rideau Canal, 1905					646 18
" " 1906				59 64	820 93
Increase				59 64	174 75
Decrease					
St. Peters Canal, 1905				2 94	380 56
" " 1906	12 60			66 69	293 33
Increase	12 60			63 75	
Decrease					87 23
Trent Valley Canals, 1905				5 06	75 62
" " 1906				2 45	129 13
Increase					53 51
Decrease				2 61	
Murray Canal, 1905				4 69	111 68
" " 1906				67 20	71 79
Increase				62 51	
Decrease					39 89
Sault Ste. Marie Canal, 1905					
" " 1906					
Increase					
Decrease					
Total increase	127 86	183 61	261 30	5,978 83	
Total decrease					4,082 82

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REVENUE.

ending December 31, 1905 and 1906.

June.	July.	August.	September.	October.	November.	December.	Total.
\$ cts. 22,001 34 19,379 35	\$ cts. 21,063 78 20,870 82	\$ cts. 22,335 79 23,532 03	\$ cts. 20,836 58 20,561 70	\$ cts. 25,385 04 23,716 09	\$ cts. 17,205 43 21,329 33	\$ cts. 4,303 81 4,282 76	\$ cts. 157,767 27 163,374 45
..... 2,621 99	..... 192 96	..... 1,196 24	..... 274 88	..... 1,668 95	..... 4,123 90	..... 21 05	..... 5,607 18
19,742 45 21,383 27	21,456 23 23,149 03	20,641 37 21,725 20	18,633 85 22,051 88	18,015 82 18,878 04	14,114 77 18,758 11	142 71 1,071 06	130,046 69 143,021 67
..... 1,640 82	..... 1,692 80	..... 1,083 83	..... 3,418 03	..... 862 22	..... 4,643 34	..... 928 35	..... 12,974 98
..... 3,388 33 4,534 66	..... 4,632 41 5,461 24	..... 4,394 10 5,156 43	..... 4,053 66 4,187 80	..... 5,405 57 5,438 83	..... 2,044 10 2,625 18	..... ..... .....	..... 28,391 88 30,189 18
..... 1,116 28	..... 828 83	..... 762 33	..... 134 14	..... 33 26	..... 581 08	..... ..... .....	..... 1,797 30
..... 4,598 35 4,662 76	..... 4,130 27 5,359 49	..... 3,681 32 5,359 07	..... 4,198 24 4,039 69	..... 4,173 60 3,817 99	..... 2,870 74 2,067 78	..... ..... .....	..... 28,997 03 30,739 20
..... 64 41	..... 1,229 22	..... 1,677 75	..... 158 55	..... 355 61	..... 802 96	..... ..... .....	..... 1,742 17
..... 772 07 931 80	..... 1,041 94 1,058 24	..... 1,066 10 1,516 15	..... 986 05 1,179 91	..... 832 77 847 82	..... 373 83 693 42	..... 55 89 .....	..... 5,774 83 7,107 91
..... 159 73	..... 16 30	..... 450 05	..... 193 86	..... 15 05	..... 319 59	..... 55 89 .....	..... 1,333 08
..... 363 83 324 20	..... 390 50 328 45	..... 417 39 377 93	..... 411 51 377 88	..... 388 18 375 75	..... 354 09 329 84	..... 202 96 172 03	..... 2,911 96 2,658 70
..... 39 63	..... 62 05	..... 39 46	..... 33 63	..... 12 43	..... 24 25	..... 30 93 .....	..... 253 26
..... 203 81 190 04	..... 274 54 266 24	..... 284 99 279 32	..... 212 65 130 00	..... 158 78 119 44	..... 94 68 58 95	..... ..... .....	..... 1,310 13 1,175 57
..... 13 77	..... 8 30	..... 5 67	..... 82 65	..... 39 34	..... 35 73	..... ..... .....	..... 134 56
..... 124 95 166 44	..... 217 27 241 95	..... 280 13 329 06	..... 197 38 163 53	..... 140 33 123 85	..... 128 96 118 10	..... 50 1 10	..... 1,205 89 1,283 02
..... 41 49	..... 24 68	..... 48 93	..... 33 85	..... 16 48	..... 10 86	..... 60 .....	..... 77 13
.....
.....
..... 377 34	..... 3,528 52	..... 5,174 00	..... 3,162 47	..... 1,182 28	..... 8,794 11	..... 821 08	..... 23,144 02

Total revenue for 1905..... \$856,405 68
 " " 1906..... 379,549 70

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 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, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl.											42	\$	\$	\$ 8 40
Apples.														
Agricultural products not enumerated, vegetables.														
Agricultural products not enumerated, animal.	21			1					21	1	22	3 15	0 20	3 35
Agricultural implements.	1,188			494					1,188	494	1,682	178 20	98 80	277 00
Barley.	10,928			9,266						31,406	31,446		3,144 60	3,144 60
Bricks.														
Bones.														
Brinstone.														
Buckwheat.														
Cement and waterlime.	2								2	1	3	0 30	0 20	0 50
Clay, lime and sand.	60									350	350		43 75	43 75
Coal.									29,123	106,843	147,587	7,268 80	22,248 60	29,517 40
Corn.		386		4,400					7,161	106,843	211,805		21,180 50	21,180 50
Cattle.				135,240										
Cotton (raw).									48		48	7 20		7 20
Crockery and earthenware.														
Dye wood and dye stuffs.														
Fish.														
Flax and hemp.														
Flour.	67	2,942		15,215					67	18,227	18,294	1 27	3,633 68	3,634 95
Furniture.	24	2		1					24	7	31	3 60	1 40	5 00
Gypsum.														
Glass (all kinds).	324	11							324	11	335	48 60	2 20	50 80
Hay (pressed).	181								181		181	27 15		27 15
Hogs.														
Horses.														
Hides and skins, horns and hoofs.	2								2	2	1,590	79 50	0 40	79 50
Ice.									1,590		1,590		0 40	79 50

No. (A) 1.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Floats.....	5	5							5	5	10	0 25	0 25	0 50
Firewood, in vessels.....	480	480			3,609				480	4,143	4,623	4 00	276 20	280 20
" rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....		2,725		27,701				2,431	1,861	68,094	69,955	334 72	12,129 61	12,464 33
" rafts.....														
Masts, spars and telegraph poles, in vessels.....		4								4	4		0 25	0 25
" in rafts.....														
Railway ties, in vessels.....		37					1,561			2,410	2,410		291 69	291 69
" rafts.....				812										
Saw logs.....	147	53							147	53	200	13 44	0 60	14 04
Staves and headings, barrel pipe.....														
" W. India.....														
Staves, salt barrel.....														
Shingles.....					1,500					1,500	1,500		240 00	240 00
Split posts and fence rails, in vessels.....					53					53	53		36 68	36 68
" in rafts.....														
Timber, square, in vessels.....		1,400						10,100		11,500	11,500		1,725	1,725 00
" rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....	95													
Total freight, heretofore paying tolls, now free.....	32,721	374,640	1,990	36,109	84,295	237,226	7,161	331,124	126,077	979,099	1,105,176	20,543 12	121,296 74	141,749 86
Articles having paid full tolls on the St. Lawrence Canals, free.—									95		95	38 00		38 00
Cement and water lime.....	88								88		88			
Iron, railroad.....	7,289								7,289		7,289			
" pig.....	530		150						680		680			

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all other	7,670	565					8,235																		
Steel.....	111						111																		
Salt.....	17						17																		
Seeds, all kinds.....	17						17																		
Lard and lard oil.....	20						20																		
Agricultural implements.....	5						5																		
Crockery and earthenware.....	292						294																		
Furniture.....	1						1																		
Glass, all kinds.....	2,125	394					2,519																		
Marble.....	35						35																		
Manilla.....	30	7					37																		
Nails.....	3,704	307					4,011																		
Oils.....	102	46					148																		
Paint.....	411	1					412																		
Pitch and tar.....	239						239																		
Soda ash.....	272	38					310																		
Sugar.....	1,127	26					1,153																		
Tin.....	1,188	177					1,365																		
White lead.....	304						304																		
Whiting.....	91	2					93																		
Whiskey all other spirits.....	468	15					483																		
Merchandise.....	11,091	616					11,707																		
Firewood, in vessels.....	7,245	47,661					54,906																		
Lumber sawn.....	459	1,848					2,307																		
Woodenware.....	5						5																		
Grand total freight.....	77,635	374,640	53,857	36,109	84,205	237,226	7,161	331,124	222,868	979,049	1,201,967														
Total tolls on vessels.....																									
" passengers.....												10,135	71	11,000	21	21,135	92								
" free goods.....														67	00	79	15								
Total tolls.....														30,745	83	132,286	10	163,031	93						
Fines.....																									
* Damages.....																					309	14			
Harbour dues.....																						33	38		
Wharfage.....																									
Total revenue, exclusive of hydraulic rents.....																								163,374	45

* Amount of damages, not included in above, \$402.80.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 5, 1907.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—Continued.

No. (A) 2.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal and the Amount of Tolls heretofore collected, (now free) during the Season of Navigation in 1906.

Articles.	From Canadian to Canadian Ports.		From Canadian 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.		%	cts.	
Ashes, pot and pearl									42		8 40	\$ 8 40
Apples												
Agricultural products not enumerated, vegetables..	21				1				22	3 15	0 20	3 35
Agricultural products not enumerated, animal												
Agricultural implements..	1,188								1,682	178 20	98 80	277 00
Barley		10,928				9,266	494	31,446	31,446		3,144 60	3,144 60
Bricks												
Bones												
Brimsone												
Backwheat												
Cement and water-lime	2								3	0 30	0 20	0 50
Clay, lime and sand												
Corn	60								147,587	7,268 80	22,248 60	29,517 40
Cattle		336							211,805		21,180 50	21,180 50
Cotton (raw)												
Crockery and earthenware.	48								48	7 20		7 20
Dye wood and Dye stuffs.												
Fish												
Flax and hemp												
Flour		2,875							18,160		3,632 00	3,632 00
Furniture	24								31	3 60	1 40	5 00
Gypsum												
Glass (all kinds)	321								335	48 60	2 20	50 80
Hay (pressed)	181								181	27 15		27 15
Hogs												
Horses												
Hides and skins, horns and hoods		2							2		0 40	0 40
Ice									1,590	79 50		79 50

No. (A) 2.—GENERAL STATEMENT showing Quantity of Through Freight transported on the Welland 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, Up. \$ cts.	Amount of Tolls, Down. \$ cts.	Total Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Floats.....														
Firewood, in vessels, rafts.....					3,609	54				3,663	3,663		224 20	244 20
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....					27,701	1,839				67,008	68,869	334 72	12,056 37	12,391 09
" " rafts.....	2,231		1,861	35,237										
Masts, spars, and telegraph poles, in vessels.....														
" " rafts.....														
Railway ties, in vessels.....		37		812						849	849		135 67	135 67
" " rafts.....														
Saw logs.....														
Staves and headings, barrel pipe.....														
" " W. India.....														
Staves, salt barrel.....					1,500					1,500	1,500		240 00	240 00
Shingles.....					53					53	53		36 68	36 68
Split posts and fence rails, in vessels.....														
" " rafts.....														
Timber, square, in vessels.....		1,400								11,500	11,500		1,725 00	1,725 00
" " rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....	95								95	95	95	38 00		38 00
Total through freight heretofore paying tolls, now free.....	31,843	366,836	1,990	36,109	84,205	237,224	7,161	328,621	125,199	968,790	1,093,989	26,517 37	120,489 58	141,006 95

APPENDIX A—Continued.
 No. (A) 3.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal—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.		Up.	Down.		\$.	cts.
Hop-poles.....															
Lumber, sawn, in vessels.....		494						332			1,086				
" " rafts.....															
Masts, spars, and telegraph poles, in vessels.....		4									4				25
" " rafts.....															
Railway ties, in vessels.....															
" " rafts.....															
Saw logs.....	147	53									1,561				
Staves and headings, barrel pipe															
" " W. India															
Staves, salt barrel.....															
Shingles.....															
Split posts and fence rails, in vessels.....															
" " rafts.....															
Timber, square, in vessels.....															
" " rafts.....															
Traverses.....															
Woodenware and wood partly manufactured.....															
Total way freight heretofore paying tolls, now free.....	878	7,806					2,503			878	10,309		25 75	717 16	742 91

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Total tolls on Vessels.....	95 02	104 94	199 96
" " Passengers.....
Total Way Tolls.....	120 77	822 10	942 87

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, April 5, 1907.

No. (A) 4—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.					
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.									
												\$	cts.	\$	cts.				
Floats																			
Firewood, in vessels.	36,567	885	121,638						58,215	855	139,690	10,627	09	28	28	10,655	37		
Firewood, in rafts.																			
Hoops																			
Hop poles	50								50		50	6	00					6	00
Lumber, sawn, in vessels.	63,119	40,084	15,915						79,034	4,634	83,068	3,397	75	104	99	3,502	74		
" " rafts.	3,250	261							3,250	261	3,511	47	26	11	48	3,558	74		
Masts, spars, and telegraph poles, in vessels.																			
Masts, spars, and telegraph poles, in rafts.	13,575								13,575		13,575							339	40
Railway ties, in vessels.									220		220							18	70
" " rafts.	12								12		12							1	39
Saw logs.																			
Staves and headings, barrel " " pipe.																			
" " W. India																			
Staves, salt barrel.																			
Shingles.																			
Split posts and fence rails, in vessels.																			
Split posts and fence rails in rafts.	4,710	120							4,710	120	4,830	263	00	1	88	264	58		
Timber square, in vessels.	4,710	120							40	3,828	3,868	7	75	139	45	147	20		
" " rafts.	40																		
Traverses.									123	8	131	42	80	1	60	44	40		
Woodenware and wood partly manufactured.	123	8																	
Total freight, heretofore paying toll, now free.	327,476	215,207	142,326	131	735	11,943	265,443	481,876	481,876	481,876	39,888	74	56,433	24	96,321	98			

APPENDIX A—Continued.

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls heretofore collected, now Free, during the Season of Navigation in 1906.

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.
Ashes, pot											7					
Apples	20	3,107							20	3,107	7		1 40	469 05		
Agricultural products not enumerated, vegetables..	353	2,537							353	2,537	2,890	52 95	380 55	433 50		
Agricultural products not enumerated, animal..	198	3,848							198	3,848	4,046	29 70	577 20	606 90		
Barley	8	4,397							8	4,397	13	1 57	1 00	2 57		
Bricks	1,083	70							1,083	70	1,083	162 45	10 50	162 45		
Bones											70		10 50	10 50		
Brimstone											764		76 40	76 40		
Buckwheat	125	438							125	438	563	18 75	65 70	84 45		
Cement and water-lime	120								120		120	18 00		18 00		
Clay, lime and sand..	240	42,312							240	42,312	284,148	36 00	42,483 13	42,319 13		
Coal	509	511							509	511	2,610	76 09	261 55	337 64		
Corn																
Cattle																
Cotton (raw)	527	228							527	228	766	107 60	46 00	153 60		
Crockery and earthenware																
Dye wood and dye stuffs.																
Fish																
Flax and hemp	25	5							25	5	5	3 75	0 75	3 75		
FLOUR	24	1,667							24	1,667	1,691	3 39	250 05	253 44		
Furniture	683	1,666							683	1,666	2,349	136 55	334 00	470 55		
Gypsum											9		1 35	1 35		
Glass, all kinds	3,415	538							3,415	538	4,436	779 60	107 60	887 20		
Hay, pressed											1,047		157 05	157 05		
Hogs																
Horses	2	56							2	56	58	0 30	8 40	8 70		
Hides and skins, horns and hoofs	45								45			6 75		6 75		

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Iron, railway	7,487					7,487	1,123 05				1,123 05
Iron, pig	3,416	175				3,591	538 65	3 15			541 80
Iron, all other	16,117	1,022	10			17,139	2,567 70	158 40			2,726 10
Iron ore											
Kryolite or chemical ore											
Lard and lard oil	74	24				98	14 44	19 35			33 79
Mead, all kinds	2	11				2	0 20	1 65			1 85
Meat, other than pork	21	44				21	3 15	6 60			9 75
Marble	46	33				46	79 20	6 60			15 80
Manilla						87	17 40				17 40
Molasses	97	45				97	142 19 26	9 00			28 26
Nails	5,220	478	508			5,728	1,139 60	95 60			1,235 20
Oats					405						
Oil, in barrels	834	490	118			952	7,558	755 80			733 80
Oil cake							1,442	190 36			288 36
Pease						983		100 55			100 55
Potatoes	13					13	1 95				1 95
Pork	5					5	0 40	1 50			1 90
Paint	1,082	223	25			1,107	220 88	45 60			266 48
Pitch and tar	187	5				187	37 29	1 00			38 29
Rags	57	37				57	11 40	7 40			18 80
Rye											
Ryessed						2		0 20			0 20
Rosin											
Salt	810	147				810	124 29	22 05			146 34
Stone intended for cutting											
Stone wrought						1		0 20			0 20
Stone not suitable for cutting, unwrought											
Sheep	58	5	37			95	14 25	0 75			15 00
Soda ash	732					732	146 40				146 40
Steel	1,378	1,222				1,378	2,600	206 70			306 00
Sugar	14,873	392	610			15,483	3,096 45	78 40			3,174 85
Spirits, beer, &c	1,030	596	30			1,060	212 00	119 20			331 20
Tobacco (raw)											
Tallow						1		0 15			0 15
Tin	4,029	36				4,029	805 80	7 20			813 00
Turpentine	51	103				51	154	10 20			30 80
Wheat	1,314	27,318	10			1,314	29,740	197 10			3,039 70
White lead	790	53				800	853	159 96			170 56
Whiting	578	53				578	631	115 60			126 10
Wool											
All other goods and merchandise not enumerated	26,459	8,297	1,500			27,959	5,588 81	1,656 40			7,255 21
Bark											
Be wels, empty	22	1				22	4 30	0 20			4 56
B- tknees											

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APPENDIX A—Continued.
 No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Through Article transported on the St. Lawrence Canals—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.
Floats.....																
Fire wood, in vessels.....	35,656		121,638						157,294		157,294	10,611	60	10,611	60	
" in rafts.....																
Hoops.....																
Hop poles.....																
Lumber, sawn, in vessels.....	6,495		15,915						22,410		22,410	1,936	00	1,936	00	
" in rafts.....																
Masts, spars, and telegraph poles, in vessels.....																
Masts, spars, and telegraph poles, in rafts.....																
Railway ties, in vessels.....			220						220		220	18	70	18	70	
" in rafts.....																
Saw logs.....																
Staves and headings, barreled pipe.....																
" " West India.....																
Staves, salt barrel.....																
Shingles.....																
Split posts and fence rails, in vessels.....																
Split posts and fence rails, in rafts.....	4,200								4,200		4,200	210	00	210	00	
Timber, square, in vessels.....		600								600	600	60	00	600	00	
" in rafts.....																
Traverses.....	89								89		89	35	60	35	60	
Woolenware and wood partly manufactured.....																
Total through freight, heretofore paid in tolls, now free.....	140,686	112,657	142,326				245,343	283,012	358,000	641,012	30,825	29	52,000	93	82,825	22

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Articles having passed the full length of the Welland Canal, free:—	147,435	604,290	142,826	289,761	910,331	1,200,092	40,708 01	63,708 36	104,416 37
Ashes.....	18,723	42	21,196	42	21,196	42	8,603 11	8,426 88	17,029 99
Barley.....	40,407	2,473	55,559	15,152	55,559	55,559	1,279 61	3,280 55	4,560 16
Corn.....	3,420	3,734	9,174	3,734	9,174	9,174			
Flour.....	76,546	4,021	80,570	4,021	80,570	80,570			
Flax seed.....	6	6	6	6	6	6			
Furniture.....	11	11	11	11	11	11			
Glass.....	2	2	2	2	2	2			
Hides and skins.....	104	165	263	165	263	263			
Iron, all other.....	3,428	1,382	4,810	1,382	4,810	4,810			
Lard and lard-oil.....	60	60	60	60	60	60			
Meals.....	336	130	466	130	466	466			
Merchandise.....	37,164	379	37,164	379	37,164	37,164			
Oats.....	18,616	75	18,995	75	18,995	18,995			
Oils.....	1,405	75	1,405	75	1,405	1,405			
Rye.....	75	30	75	30	75	75			
Salt.....	30	30	30	30	30	30			
Soda-ash.....	289,236	375	289,611	375	289,611	289,611			
Wheat.....	386	228	614	228	614	614			
Whiskey.....	1,500	100	1,500	100	1,500	1,500			
Lumber (in vessels).....	1,500	1,500	1,500	1,500	1,500	1,500			
Square timber.....	1,500	1,500	1,500	1,500	1,500	1,500			
Staves (barrel).....	178	1,500	1,500	1,500	1,500	1,500			
Coal, free per O.C.....	6,749	28,994	29,172	6,749	29,172	35,921			
Grand total through freight	147,435	604,290	142,826	289,761	910,331	1,200,092			
Total tolls on vessels.....		306,041		289,761	910,331	1,200,092	8,603 11	8,426 88	17,029 99
" passengers.....							1,279 61	3,280 55	4,560 16
Total free goods.....							40,708 01	63,708 36	104,416 37
Total through tolls.....									

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 5, 1907.

RICHARD DEVLIN,
Compiler of Canal Statistics.

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Iron, railway	208	177	208	177	585	8 10	7 20	15 30
" pig	634	20	634	20	634	84 06	1 15	85 21
" all other	19,191	2,878	19,838	2,878	22,716	834 31	109 61	943 92
Iron ore	150		150		150	1 88		1 88
Kryofite	25			25	25		2 82	2 82
Lard and Lard oil	110		165	110	275	16 11	4 34	20 45
Meal, all kinds	55		55	137	192	4 91	8 46	13 37
Meats, other than pork	7		56	7	63	5 24	0 28	5 52
Marble	12		12		12	0 60		0 60
Manilla	6		6		7	1 14	0 05	1 19
Molasses	504		504	204	708	72 93	10 20	83 13
Nails	882		882	414	1,296	149 60	42 70	192 30
Oats	2,123		567	2,123	2,690	16 25	67 59	83 84
Oil (in barrels)	317		317	252	569	51 60	12 60	64 20
Oil cake	8			8	8		0 60	0 60
Pease	40		40	904	1,004	1 50	24 31	25 81
Potatoes	121		121	119	240	4 60	8 11	12 71
Pork	202		202	294	294	19 14	3 60	22 74
Paint	149		149	66	215	23 64	3 30	26 94
Pitch and tar	142		1,049	22	1,213	75 25	1 10	76 35
Rags	4		144	4	148	10 02	0 30	10 32
Rye	2			2	2		0 07	0 07
Flaxseed	215		215	250	465	8 07	6 25	14 32
Resin	55		660	18	678	33 52	0 90	34 42
Salt	3,886		4,204	209	4,413	330 71	8 63	339 34
Stone intended for cutting	232		232		232	8 71		8 71
" wrought	78		78	30	108	3 90	1 50	5 40
" stone not suitable for cutting, unwrought	1,000		1,000	3,134	4,134	150 00	88 65	238 65
Seeds, all kinds	1,247		1,247	13	1,260	49 77	0 51	50 28
Sheep	77		77	33	110	3 35	2 39	5 74
Soda ash	76		76	13	89	6 60	0 65	7 25
Steel	403		403	21	424	43 74	0 82	44 56
Sugar	800		800	283	1,083	128 91	14 15	143 06
Spirits, beer, &c.	656		656	90	746	118 61	4 50	123 11
Tobacco (raw)								
Tallow	124		124	5	129	17 25	0 25	17 50
Turpentine	10		62	5	67	4 23	0 25	4 48
Wheat	8,350		8,350	8,545	16,895	296 11	214 27	510 38
White lead	272		272	28	300	50 39	1 40	51 79
Whiting	13		58	13	71	11 02	6 65	11 67
Wool	1		1		1	0 10		0 10
All other goods and merchandise not enumerated	18,465		19,495	10,399	29,894	1,682 38	669 45	2,351 83
Bark								
Barrels, empty	641		641		641	28 94		28 94
Boat knees								
Floats								
Firewood, in vessels	911		911	885	1,796	15 49	28 28	43 77

APPENDIX A—Continued.

No. (A.) 6.—GENERAL STATEMENT showing Quantity of each Way Through Article 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 United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												cts.	cts.	cts.
Firewood, in rafts.														
Hoops.														
Hop poles.	50								50		6 00			6 00
Lumber, sawn, in vessels.	56,624	4,034							56,624	4,034	1,461 75	104 99		1,566 74
" " rafts.	3,250	261							3,250	261	47 26	11 48		58 74
Masts, spars and telegraph poles, in vessels.														
Masts, spars and telegraph poles, in rafts.														
Railway ties, in vessels.	13,575								13,575			339 40		339 40
" " rafts.		12								12		1 39		1 39
Saw logs.														
Staves and headings, barrel pipe.														
" " West														
India.														
Staves, suit barrel.														
Shingles.														
Split posts and fence rails, in vessels.														
Split posts and fence rails, in rafts.	510	120							510	120	53 00	1 88		54 88
Timber, square, in vessels.	40	3,228							40	3,228	7 75	79 45		87 20
" " rafts.														
Traverses.														
Traverses and wood partly manufactured.	34	8							34	8	7 20	1 60		8 80
Total freight heretofore paying tolls, now free.	186,790	102,550			131	735	11,943	20,100	198,861	123,385	322,249	9,063 45	4,982 31	13,995 76

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Coal, free, per Order-in-Council	111,258					113,776			
Grand total, way freight	298,048	102,550				436,025			
			131	735	14,461	20,100	312,640	123,385	
Total tolls, on vessels.....									3,130 40
passengers.....									4,668 74
free goods.....									1,751 67
Total way tolls.....									12,785 33
									7,630 84
									20,416 17

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, April 5, 1907.

APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals and the amount of tolls heretofore collected now free, during the Season of Navigation in 1906.

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.....		52								52	52	3 06
Agricultural products not enumerated, vegetables.....		5								5	5	0 30
" " animal.....	1	2,337							1	2,337	2,338	225 32
Agricultural implements.....		7								7	7	1 06
Barley.....												
Bricks.....												
Bones.....												
Brimstone.....												
Buckwheat.....												
Cement and water-lime.....		273								273	273	26 09
Clay, lime and sand.....		38,930								38,930	38,930	2,004 23
Coal.....												
Corn.....												
Cattle.....	1	520							1	520	521	43 19
Cotton (raw).....												
Crockery and earthenware.....		4								4	4	0 40
Dye wood and dye stuffs.....												
Fish.....												
Flax and hemp.....												
Flour.....		97								97	97	9 24
Furniture.....	1	79							1	79	80	9 77
Gypsum.....												
Glass (all kinds).....	1	19							1	19	20	2 27
Hay (pressed).....	5	934							5	934	939	79 52
Hogs.....		92								92	92	8 22
Horses.....		203								203	205	13 35
Hides and skins, horns and hoofs.....	2	9							2	9	9	0 93

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue Collected, &c. —*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fire wood, in vessels.		12,744								12,744	12,744	\$ 486 73
" rafts.	540	1,200							540	1,200	1,740	14 50
Hoops.		8								8	8	0 67
Hop poles.												
Lumber, in vessels.	238,581	60,177							238,581	60,177	298,758	22,738 25
" rafts.		1,053								1,053	1,053	11 45
Masts, spars, and telegraph poles, in vessels.												
" rafts.												
Railway ties, in vessels.		75								75	75	
" rafts.		32								32	32	521 45
Saw logs.												2 67
Staves and headings, barrel.												
" pipe.												
" West India												
Staves, salt barrel.												
" "												
Shingles.												
Split posts and fence rails, in vessels.												
" rafts.												
Timber, square, in vessels.		8								8	8	25 98
" rafts.		2,470								2,470	2,470	47 79
Traverses.												
Woodenware and wood partly manufactured												
Total freight heretofore paying tolls, now free, per order in council.	240,158	145,210									385,368	27,372 07
Floats.		8,040								8,040	8,040	
Lumber sawn (in rafts).		25								25	25	
Railway ties		32								32	32	
Timber, square "		1,600								1,600	1,600	
Freight, grand total	240,158	154,907									395,065	

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Total tolls on vessels.....	3,142 47
passengers.....	214 66
".....	
".....	
free goods.....	885 94
Total tolls.....	30,729 20
Fines.....	10 00
Wharfage.....	
Other receipts.....	
Total revenue exclusive of hydraulic rents.....	30,739 20

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 5, 1907.

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars, and telegraph poles, in vessels.....												
" " rafts.....			213						213		213	17 00
Railway ties, in vessels.....												
" " rafts.....												
Saw-logs.....												
Staves and headings, barrel.....												
" " pipe.....												
" " West India.....												
Staves, salt barrel.....	650								650		650	13 28
Shingles.....												
Split posts and fence rails, in vessels.....												
" " rafts.....	30						307		30	307	337	27 92
Timber square, in vessels.....	425								425		425	84 00
" " rafts.....												
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight heretofore paying tolls, now free.	6,681	11,345	572,571				108,342		379,252	119,687	498,439	25,347 93
Total tolls on vessels.....												4,764 77
" " passengers.....												76 48
Total toll.....												30,189 18
Fines.....												
Other receipts.....												
Total revenue exclusive of hydraulic rents.....												30,189 18

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 5, 1907.

SESSIONAL PAPER No. 20a

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 1906.

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.....	4	240							4	240	244	5 96
Agricultural products not enumerated, vegetables, animal.....	26	19							26	19	45	1 27
" ".....	100	1,482							100	1,482	1,582	51 96
Agricultural implements.....	111	142							111	142	253	28 25
Barley.....		50								50	50	1 17
Bricks.....	357	421							357	421	778	20 75
Bones.....	1								1		1	0 03
Brims:one.....												
Buckwheat.....												
Cement and water-lime.....	123	549							123	549	672	25 59
Clay, lime and sand.....	11,290	8,446							11,290	8,446	19,736	464 35
Coal.....		212								9,990	9,990	381 62
Corn.....	7	197							7	197	204	4 94
Cattle.....	1								1		1	0 63
Cotton (raw).....												
Crockery and earthenware.....	4	31							4	31	35	3 15
Dye wood and dye stuffs.....												
Fish.....												
Flax and hemp.....												
Flour.....	163	253							163	253	416	10 82
Furniture.....	49	35							49	35	84	7 50
Gypsum.....												
Glass (all kinds).....	119	35							119	35	154	14 85
Hay (pressed).....	831	20							831	20	851	20 80
Hogs.....												
Hides and skins, horns and hoofs.....	3	2							3	2	5	0 17
Ice.....												
Iron, railway.....												
" Pig.....	164								164		164	3 92
" all other.....	941	23							941	23	964	27 97

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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.		
	% cts.											
Iron, ore.....		235								235	235	6 84
Kryolite or chemical ore.....		179	16						179	16	195	6 71
Lard and lard oil.....		21	130						21	130	151	3 58
Meals, all kinds.....		25	2						25	2	27	0 66
Meat, other than pork.....		3							3		3	0 26
Marble.....		10	1						10	1	11	0 96
Manilla.....		88	21						88	21	109	9 54
Molasses.....		673	13						673	13	686	71 78
Nails.....		20	1,155	51					71	1,155	1,226	49 73
Oats.....		308	158						308	158	466	41 29
Oil (in barrels).....												
Oil cake.....												
Pease.....												
Potatoes.....	63	4							63	4	67	1 66
Pork.....	77	6							77	6	83	2 00
Paint.....	78	11							78	11	89	9 10
Pitch and tar.....	59	85							59	85	144	12 91
Rags.....	19	31							19	31	50	4 39
Rye.....												
Flaxseed.....												
Rosin.....												
Salt.....	2,418	304							2,418	304	2,722	69 02
Stone intended for cutting.....		161								161	161	7 52
" wrought.....												
" not suitable for cutting, unwrought.....												
Seeds, all kinds.....	23								23		23	0 54
Sheep.....												
Soda ash.....												
Steel.....	31								31		31	1 09
Sugar.....	553	161							553	161	714	76 75
Spirits, beer, &c.....	622	134							622	134	756	68 27
Tobacco (raw).....		2								2	2	0 06
Tallow.....												
Tin.....	17								17		17	1 59
Turpentine.....	13								13		13	1 14

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Wheat.....	31	893					3	893	896	20 94
White lead.....	276	1					276	1	277	30 86
Whiting.....	52						52		52	4 53
Wool.....	2,567	2,664					2,567	2,664	5,231	513 05
All other goods and merchandise not enumerated.....	5						5		5	0 12
Bark.....	2	57					2	57	59	7 24
Barrels, empty.....										
Boat knees.....										
Boats.....										
Floats.....										
Pine-wood, in vessels.....	2,118	2,304					2,118	2,304	4,422	96 52
" " rafts.....										
Hoops.....										
Hop poles.....										
Lumber, sawn, in vessels.....	5,486	13,957	2,667	4,936		26	8,153	18,019	26,172	1,415 63
" " rafts.....										
Masts, spars, and telegraph poles, in vessels.....	10						10		10	0 27
" " rafts.....										
Railway ties, in vessels.....	365						365		365	10 50
" " rafts.....										
Saw logs.....	131						131		131	3 00
Staves and headings, barrel.....										
" " pipe.....										
" " West India.....										
Staves, salt barrel.....										
Shingles.....	303	15					303	20	323	70 77
Split posts and fence rails, in vessels.....	2						2		2	0 16
" " rafts.....										
Timber, square, in vessels.....										
" " rafts.....										
Traverses.....										
Woodenware and wood partly manufactured.....										
Total freight heretofore paying tolls, now free.....	30,965	43,785	2,667	4,936		9,806	33,632	48,527	82,159	3,692 90
Total toll on vessels.....										2,371 57
" " passengers.....										700 44
Total tolls.....										6,824 91
Wharfage.....										6 00
Winterage.....										40 00
Other receipts.....										237 00
Total revenue, exclusive of hydraulic rents.....										7,107 91

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 5, 1907.

RICHARD DEVLIN,
Compiler of Canal Statistics.

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APPENDIX A—Continued.
 No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1906.

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.	131	1							131	1	132	1 32
Agricultural products not enumerated, vegetables.	444	4							444	4	448	4 48
" " animal.	5								5		5	0 05
Agricultural implements	5								5		5	0 05
Barley.												
Bricks.	895								895		895	8 95
Bones.	7								7		7	0 07
Brunstone.												
Buckwheat.												
Cement and water-lime.	321	578							321	578	899	8 99
Clay, lime and sand.	4	867							4	867	871	8 71
Coal.	283	39,631							283	39,631	39,914	399 14
Corn.	39								39		39	0 39
Cattle.	2								2		2	0 02
Cotton (raw).												
Crockery and earthenware.	15								15		15	0 15
Dye wood and dye stuffs.												
Fish.	101	1,615							101	1,615	1,716	17 16
Flax and hemp.												
Flour.	1,358	102							1,358	102	1,460	14 60
Furniture.	4	1							4	1	5	0 05
Gypsum.												
Glass (all kinds).	15								15		15	0 15
Hay (pressed).	1,881	10							1,881	10	1,891	18 91
Hogs.												
Horses.	3								3		3	0 03
Hides and skins, horns and hoofs.	6								6		6	0 06
Ice.												
Iron, railway.	25								25		25	0 25
" pig.	5								5		5	0 05
" all other.	158	226							158	226	384	3 84

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Iron ore.....	50	50	50	50	0 50
Kevolite.....					
Lard and lard oil.....					
Mead.....	685	685	22	707	7 07
Meat, all kinds.....	143	143	11	154	1 54
Meat, other than pork.....	2	2,307	2,307	23 09	23 09
Marble.....	14	14		14	0 14
Manilla.....	390	390	25	415	4 15
Molasses.....	34	34		34	0 34
Nails.....	1,851	1,851	17	1,868	18 68
Oats.....	220	220	63	283	2 83
Oil (in barrels).....	4	4		4	0 04
Oil cake.....	5,090	5,090		5,090	50 90
Pease.....	144	144		144	1 44
Potatoes.....	10	10		10	0 10
Pork.....	6	6		6	0 06
Paint.....	1	1		1	0 01
Pitch and tar.....					
Rags.....					
Ray.....					
Flaxseed.....	4	4		4	0 04
Rosin.....	938	938		938	9 38
Salt.....	2	2		2	0 02
Stone intruded for cutting.....		3,639	3,639	36 99	36 99
" wrought.....					
" not suitable for cutting, unwrought.....					
Seeds, all kinds.....	1	1		1	0 01
Sheep.....					
Soda ash.....					
Steel.....	202	202	20	222	2 22
Sugar.....	68	68	15	83	0 83
Spirits, beer, &c.....					
Tobacco (raw).....					
Tallow.....	71	71	1	72	0 72
Tin.....					
Turpentine.....					
Wheat.....					
White lead.....					
Whiting.....					
Wool.....	981	981	80	1,061	10 61
All other goods and merchandise not enumerated.....					
Bark.....					
Barrels, empty.....	37	37	16	53	0 53
Boat knees.....			217	217	2 17
Boats.....					
Firewood, in vessels.....			217	217	2 17
" rafts.....	5	5		5	0 05
Hoops.....					
Hop poles.....					
Lumber, sawn, in vessels.....	9,319	9,319	84	9,403	94 03
" rafts.....					

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.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars, and telegraph poles, in vessels	15								15		15	0 15
" " rafts												
Railway ties, in vessels										43	43	0 43
Saw logs												
Staves and headings, barre												
" " pipe												
" " West India												
Staves, salt barre	368								368		368	3 68
Shingles												
Split posts and fence rails, in vessels												
" " rafts	310								310		310	3 10
Timber, square, in vessels												
" " rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight heretofore paying tolls, now free.	26,471	49,656							26,471	49,656	76,327	763 27
Total tolls on vessels												1,895 43
Other receipts												\$2,658 70

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, April 5, 1907.

APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1906.

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.	15	222							15			222	237	4 52
Apples.	483	383							483	383	866	16 52
Agricultural products not enumerated, vegetables.	305	177							305	177	482	9 24
" " annual	4	5							4	5	9	0 25
Agricultural implements.	124	94							124	94	218	1 77
Barley.		7								7	131	2 50
Bricks.												
Bones.												
Brimstone.												
Backwheat.		1								1	1	0 02
Cement and water-lime.	12								12		12	0 22
Clay, lime and sand.												
Coal.	300	1,443					3,350		300	4,493	4,793	89 90
Corn.		51								51	51	1 02
Cattle.												
Cotton (raw).	210	157							210	157	367	9 25
Crockery and earthenware.	10	10							10	10	20	0 51
Dry wood and dye stuffs.	10	10							10	10	20	0 40
Fish.												
Flax and hemp.												
Flour.	34								34		34	0 68
Furniture.	354	274							354	274	628	15 45
Gypsum.												
(Glass (all kinds).	459	260							459	260	719	17 94
Hay (pressed).												
Hogs.												
Horses.	8								8		8	0 16

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Articles transported on the Murray Canal, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, % cts.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Floats.....													
Firewood, in vessels.....		450								1,029	450	1,479	12 33
" rafts.....													
Hoops.....													
Hop poles.....													
Lumber, sawn, in vessels.....	58		1,487							1,545		1,545	17 45
" 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.....										2		2	0 08
" rafts.....										248		248	15 65
Timber, square, in vessels.....	248												
" rafts.....										5		5	0 29
Traverses.....													
Woodenware and wood partly manufactured.....	5												
Total freight heretofore paying tolls, now free.....	11,814	9,555	3,008						3,350	14,822	12,905	27,727	605 36
Total tolls on vessels.....												287 87	
" passengers.....												389 79	
Total revenue, exclusive of hydraulic rents.....												1,283 02	

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, April 5, 1907. RICHARD DEVLIN, Compiler of Canal Statistics.

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No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie Canal during the Season of Navigation in 1906.—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.		
Ashes, pot and pearl.....	1,837								1,837		1,837	
Apples.....	72								72		72	
Agricultural products not enumerated, vegetables, animal.....	1,511	327							1,511	327	1,838	
Barley.....	26	13,152			70,606			1,789	85,547		85,547	
Bricks.....							976		1,002		1,002	
Bones.....												
Brinstone.....												
Buckwheat.....												
Cement and water-lime.....	18,850	1,200	16,339		4,238				39,427	1,200	40,627	
Clay, lime and sand.....	1,900								160	1,900	2,060	
Coal.....	9,969		8,442		779,735	2,450	424,975	12,000	1,223,061	14,950	1,238,011	
Corn.....	16				1,716			2,352	16	4,068	4,068	
Cattle.....	20								20		20	
Cotton (raw).....	928								828		828	
Crockery and earthenware.....	20								20		20	
Dye wood and dye stuffs.....	10	806						41	10	847	857	
Fish.....												
Flax and hemp.....												
Flour.....	393	90,065			2,556	168,863		9,122	2,449	208,108	271,637	
Furniture.....	214			117					214		214	
Gypsum.....												
Glass (all kinds).....	2,620								2,620		2,620	
Hay (pressed).....	1,180	2						51	1,231	2	1,233	
Hogs.....												
Horses.....	16								16		16	
Hides and skins, horns and hoofs.....												
Ice.....							27				27	
Iron, railway.....	23,477	48,848	1,868	3,318	24,627		13,651		63,023	52,166	115,189	

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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.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
													\$
Iron, pig.....	14,797	138	430	7,130	2,732	14,797	138	17,563	14,797	138	17,563	17,797	
" all other.....	7,211								17,563		17,563	17,641	
Copper ore.....						8,976			8,976		8,976	8,976	
Iron ore.....		41,467		5,046	13,154	2,687,946		145,325	18,250	2,927,366	2,947,616		
Kryolite or chemical ore.....													
Lard and lard oil.....	103	843				14,691			103	15,534	15,534	103	
Meat, all kinds.....													
Meat, other than pork.....													
Marble.....	40								40		40	40	
Manilla.....	1,766								1,766		1,766	1,766	
Molasses.....	295								295		295	295	
Nails.....	7,526	1,430	150						7,676	1,430	9,106	9,106	
Oats.....	90	90,430				53,411		60	90	143,961	144,051	144,051	
Oil, in barrels.....	675								675		675	675	
Oil cake.....		80								80	80	80	
Pease.....													
Potatoes.....	50								50		50	50	
Pork.....													
Paint.....	222								222		222	222	
Pitch and tar.....	256								256		256	256	
Rags.....													
Rye.....						3,934				3,934	3,934	3,934	
Flax-seed.....		6,640				83,825		19,051		109,516	109,516	109,516	
Rosin.....													
Salt.....	655	1,080	100	10,574	1,400				12,729	1,080	13,809	13,809	
Stone intended for cutting.....													
" wrought.....	20								20		20	20	
" not suitable for cutting, unwrought.....		75		1,250					1,250	75	1,325	1,325	
Seeds, all kinds.....													
Sheep.....	1								1		1	1	
Soda ash.....	62								62		62	62	
Steel.....	799								799		799	799	
Sugar.....	3,899			100					3,999		4,019	4,019	
Spirits, beer, &c.....	3,929	20							3,929	20	3,929	3,929	

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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.....	491,977	8,078 25	962,240	7,727 82	72,116	259 82
United States vessels, steam.....	621,397	9,313 17	190,365	1,546 56	227	3 75
Canadian vessels, sail.....	141,808	3,086 25	1,057,839	11,078 75	27,197	291 92
United States vessels, sail.....	30,418	658 25	107,813	1,345 60	305,184	4,209 28
Total, Class No. 1.....	1,285,600	21,135 92	2,317,697	21,698 73	404,724	4,764 77
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	1,468	146 15	107,813	6,311 83	4,203	76 48
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....			13,341	634 21	1,236	123 14
Brimstone.....			2,187	199 04		
Cement and water-lime.....	3	50	2,572	222 72	525	30 45
Clay, lime and sand.....	350	43 75	64,756	2,517 95	13,482	1,364 98
Fish.....			99	4 63		
Gypsum.....			9	1 35		
Iron, railway.....	3,747	616 60	7,872	1,138 35	533	39 63
" pig.....	1,968	379 75	4,266	627 01		
" all other.....	6,525	1,032 46	40,911	3,670 02	1,151	97 49
Steel.....	128	16 74	3,024	434 56	7	24
Salt.....	100	19 70	5,370	485 68	777	51 94
Stone, for cutting.....			232	8 71	364	36 40
Apples.....			4,162	510 81	1,384	98 81
Barley.....	31,446	3,144 60	6,793	511 57	5	17
Buckwheat.....			764	76 40		
Corn.....	211,805	21,180 50	27,924	1,211 81	24	1 03
Cotton (raw).....						
Flax and hemp.....			25	3 75		
Flour.....	18,294	3,634 95	5,563	437 35	945	31 92
Hay (pressed).....	181	27 15	7,804	445 66	13,912	715 79
M-meals (all kinds).....	10,728	2,115 60	205	15 22	140	4 75
Oil cake.....			8	60	7	24
Oats.....	49,306	4,930 60	10,248	839 64	1,065	35 75
Pease.....	11	1 10	1,987	126 36	3	11
Potatoes.....			253	14 66	67	2 37
Rye.....	1,784	197 05	2	0 07		
Flaxseed.....	84,718	8,471 80	467	14 52		
Seeds (all kinds).....	24	3 90	1,360	65 28	48	1 73
Tobacco (raw).....						
Wheat.....	326,798	32,440 86	46,635	3,550 08	11	39
All other agricultural products, vegetable.....	22	3 35	3,347	454 60		
Bones.....			99	11 89		
Cattle.....			264	15 83	128	4 55
Hogs.....			72	2 91	13	0 46
Hides and skins, horns and hoofs.....	2	0 40	51	6 99	2	0 08
Horses.....			1,411	72 07	28	1 05
Lard and lard oil.....	4,812	962 40	502	54 24		
Meats (other than pork).....			128	15 27		
Pork.....	208	53 60	309	24 73	19	0 71
Sheep.....			110	5 74	85	3 04
Tallow.....	80	12 00	1	15		
Wool.....	89	17 80	1	0 10		
All other agricultural products, animal.....			6,431	703 98	211	17 28
Total, class No. 3.....	753,189	79,337 16	271,565	19,136 51	36,172	2,664 50

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A—Continued.

of Tolls heretofore collected, now free, during the Season of Navigation in 1906.

Murray Canals.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.		Sault Ste. Marie Canals.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	§ cts.		§ cts.		§ cts.		§ cts.		§ cts.	
221,401	249 25	116,280	964 99	167,539	1,588 84	26,450	529 03	75,629	492 26	1,834,352
363	2 50	147	2 40	992	24 15	477	9 54			4,140,845
12,379	35 87	118,899	1,511 78	33,763	641 55	£7,790	1,356 86	5,171	31 00	124,900
29	0 25	27,519	663 30	5,235	117 03					259,029
234,172	287 87	262,845	3,142 47	207,529	2,371 57	94,717	1,895 43	80,800	523 26	6,359,124
No.		No.		No.		No.		No.		No.
32,039	389 79	17,600	214 66	27,917	760 44			33,176	262 19	32,284
Tons.		Tons.		Tons.		Tons.		Tons.		
131	2 50			778	20 75	895	8 95	330	4 05	1,002
12	0 22	273	26 09	672	25 59	899	8 99	36	0 36	40,627
		38,930	2,004 23	19,736	464 35	871	8 71			2,060
20	0 40					1,716	17 16			857
694	12 64					25	0 25			115,189
280	5 40			164	3 92	5	0 05			14,797
1,639	31 01	46	3 12	964	27 67	384	3 84			17,641
643	12 19			31	1 09					799
409	7 79			2,722	69 02	938	9 38			13,809
				161	7 52	2	0 02			
237	4 52	52	3 06	244	5 96	132	1 32			1,837
94	1 77			50	1 17			15	0 15	53,547
1	0 02									
51	1 02			204	4 94	39	0 39	7	0 07	4,068
										20
34	0 68	97	9 24	416	10 82	1,460	14 60	71	0 91	271,057
		939	79 52	851	20 30	1,891	18 91			1,233
		5	0 49	151	3 58	707	7 07	2	0 02	15,534
										80
12	0 23	1,510	144 11	1,223	49 73	1,868	18 68			144,051
						4	0 04	121	1 21	
15	0 28	218	13 20	67	1 66	5,090	50 90	93	0 93	0
								18	0 18	3,934
										109,516
				23	0 54					
				2	0 06					
27	0 54			896	20 94			695	6 95	1,031,679
866	16 52	5	0 30	45	1 27	448	4 48			72
				1	0 03	7	0 07			
		521	43 19	1	0 03	2	0 02			16
		92	8 22					188	1 88	
10	0 29	9	0 98	4	0 12	6	0 06			39
8	0 16	205	13 35	5	0 17	3	0 03			25
103	2 05	3	0 30	195	6 71					103
138	2 72			27	0 66	154	1 54			
6	0 12	5	0 38	83	2 00	144	1 44			
		343	32 75			1	0 01			2
482	9 24	2,338	225 32	1,582	51 96	5	0 05	1	0 01	3,219
										7
5,912	112 22	45,591	2,607 80	31,301	802 56	17,696	176 96	1,577	17 72	1,878,870

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APPENDIX

No. (A) 11.—STATEMENT of Traffic on the undermentioned Canals and the amount

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>						
Ashes, pot and pearl.....	42	8 40	12	1 65		
Agricultural implements.....	1,682	277 00	115	10 92	121	4 39
Crockery and earthenware.....	48	7 20	871	163 04	43	3 64
Dry woods and dry stuffs.....			22	2 10	14	1 40
Furniture.....	31	5 00	3,746	558 30	45	1 57
Glass (all kinds).....	335	50 80	4,722	918 84	11	39
Marble.....	122	18 30	91	16 40		
Manilla.....	46	6 90	94	18 59		
Molasses.....	50	7 50	850	111 39	82	2 87
Nails.....	2,930	440 05	7,502	1,427 50	94	3 30
Oil (in barrels).....	24,193	4,835 40	2,011	352 56	205	11 01
Paint.....	130	19 55	1,545	293 42	50	1 90
Pitch and tar.....	99	14 85	1,405	114 64	640	57 94
Rags.....			242	29 12		
Rosin.....			678	34 42	2,133	279 61
Soda ash.....	55	9 75	821	153 65		
Sugar.....						
Stone (wrought).....	19,466	2,950 12	16,958	3,317 91	221	7 63
Tin.....			109	5 60	179	17 90
Turpentine.....	2 82	42 30	4,194	830 50		
White lead.....			221	35 28	148	14 80
Whiting.....	36	5 46	1,153	222 35		
Whiskey and all other spirits.....			702	137 77	1	0 04
Merchandise (not enumerated).....	2,216	381 60	2,402	454 31	112	3 84
	54,719	8,345 83	66,185	9,607 04	5,132	334 71
Total, class No. 4.....	106,482	17,425 95	116,651	19,817 30	9,231	746 94
<i>Class No. 5.</i>						
Bark.....						
Barrels (empty).....	3	0 41	664	33 50	111	4 58
Boat knees.....						
Floats.....	10	0 50				
Fire wood (in vessels).....	4,623	280 20	109,090	10,655 37	267,923	8,938 99
" (in rafts).....						
Lumber sawn (in vessels).....	69,955	12,464 33	83,068	3,502 74	98,926	5,625 82
" (in rafts).....			3,511	58 74		
Hoops.....						
Railway ties (in vessels).....	2,410	291 69	220	18 70	213	17 00
" (in rafts).....			12	1 39		
Masts, spars and telegraph poles (in vessels).....	4	0 25				
Masts, spars and telegraph poles (in rafts).....			13,575	339 40		
Square timber (in vessels).....	11,500	1,725 00	4,830	264 88	337	27 92
" (in rafts).....			3,868	147 20	425	34 00
Woodenware and wood partly manufactured.....	95	38 00	131	44 40	1	0 10
Shingles.....	53	36 68			650	13 28
Split posts and fence rails (in vessels).....						
" " (in rafts).....						
Saw logs.....	200	14 04				
Staves and headings (barrel).....						
" " (pipe).....						
" " (West India).....						
" " (salt barrel).....	1,500	240 00				
Traverses.....						
Hop poles.....			50	6 00		
Total, class No. 5.....	90,353	15,091 10	269,019	15,072 32	368,586	14,661 69

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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>						
Coal.....	147,587	29,517 40	301,717	43,552 50	62,954	6,123 07
Kryolite or chemical ore.....			25	2 82	1,707	86 02
Copper ore.....						
Iron ore.....	5,862	293 10	150	1 88	16,909	846 01
Stone (unwrought, not suitable for cutting).....	113	5 63	4,134	238 65	3,380	219 70
Ice.....	1,590	79 50				
Total, special class.....	155,152	29,895 65	306,026	43,795 85	84,950	7,274 80
Total freight and tolls.....	1,105,176	163,031 93	963,261	124,832 54	498,939	30,189 18
Timber and other wood, free.....	57,218	4,026 60	3,100	408 00		
Wheat, corn, flour, iron, salt, coal &c., free.....	39,573	5,935 95	669,756	67,387 84		
Grand totals (passengers and tonnage of vessels not included.)..	1,201,967	172,994 48	1,636,117	192,628 38	498,939	30,189 81

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 5, 1907.

SESSIONAL PAPER No. 20a

of Tolls heretofore collected, now free, during the Season of Navigation of 1906.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peters Canal.		Trent Valley Canal.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
4,793	89 90			9,990	381 62	39,914	399 14	8	0 08	1,238,011
				235	6 84	50	0 50			8,976
100	5 00									2,947,616
60	1 13					3,699	36 99			1,325
490	24 50									
5,443	120 53			10,225	388 46	43,663	436 63	8	0 08	4,195,928
27,727	1,283 02	387,718	30,729 20	82,159	6,824 91	76,327	2,658 70	28,495	1,123 57	6,574,039
		9,697								
27,727	1,283 02	397,415	30,729 20	82,159	6,824 91	76,327	2,658 70	28,495	1,123 57	6,574,039

RICHARD DEVLIN,
Compiler of Railway Statistics.

SUPPLEMENTARY

No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during the description of property passed through and

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Vessels of all kinds.....	1,250,028	20,935 96	2,317,697	21,698 73	404,724	4,764 77
Passengers.....	No. 1,468	146 15	No. 107,813	6,311 83	No. 4,203	76 48
<i>Forest—Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark.....						
Boat knees.....						
Floats.....	10	0 50				
".....Free.						
Firewood.....	4,623	280 20	159,090	10,655 37	267,923	8,938 99
".....Free.	54,906					
Hoops and hop poles.....			50	6 00		
Lumber, sawed.....	69,955	12,464 33	86,579	3,561 48	98,926	5,625 82
".....Free.	2,307		100			
Masts, spars, &c.....	4	0 25	13,575	339 40		
Railway ties.....	2,410	291 69	232	20 09	213	17 00
".....Free.						
Saw logs.....	200	14 04				
Staves, all kinds.....	1,500	240 00				
".....Free.			1,500			
Shingles.....	53	36 68			650	13 28
Split posts and rails.....						
Timber, square.....	11,500	1,725 00	8,698	412 08	762	61 92
".....Free.			1,500			
Traverses.....						
Total.....	147,468	15,052 69	271,324	14,994 42	368,474	14,657 01
<i>Farm Stock.</i>						
Cattle.....			264	15 83	128	4 55
Hogs.....			72	2 91	13	0 46
Horses.....			1,411	72 07	28	1 05
Sheep.....			110	5 74	85	3 04
Total.....			1,857	96 55	254	9 10
<i>Produce of Animals.</i>						
Bones.....			99	11 89		
Horns and hoofs, hides and skins (raw)	2	0 40	51	6 99	2	0 08
".....Free.			2			
Lard and lard oil.....	4,812	962 40	502	54 24		
".....Free.	20		4,810			
Meats, other than pork.....			128	15 27		
Pork.....	268	53 60	309	24 73	19	71
Tallow.....	80	12 00	1	0 15		
Wool.....	89	17 80	1	0 10		
Agricultural products not enumerated (animal).....			6,431	703 98	211	17 28
Total.....	5,271	1,046 20	12,334	817 35	232	18 07

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APPENDIX A—Continued.

Season of Navigation ended December 31, 1906, showing the total quantity of each the amount of Tolls (now free) 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.	
234,172	287 87	262,845	3,142 47	207,529	2,371 57	94,717	1,895 43	80,800	523 26	6,359,124
No. 32,039	389 79	No. 17,600	214 66	No. 27,917	760 44	No. ....	.....	No. 32,176	262 19	No. 32,284
Tons.		Tons.		Tons.		Tons.		Tons.		Tons.
.....	
.....		17,330	148 13	.....		.....		3,663	48 90	.....
.....		8,040	.....	.....		.....		.....	.....	.....
1,479	12 33	14,484	501 23	4,422	96 52	217	2 17	8,404	88 21	9,231
.....	
.....		8	0 67	.....		.....		0 05	.....	89
1,545	17 45	299,811	22,749 70	26,172	1,415 63	9,403	94 03	1,815	55 03	55,615
.....		25	.....	.....		.....		.....		.....
.....		2,432	524 12	10	0 27	15	0 15	.....		1,155
.....		32	.....	365	10 50	.....		25	1 00	.....
.....		.....		131	3 00	43	0 43	12,116	107 76	78,439
.....		.....		.....		.....		60	1 20	35
.....		.....		323	70 77	368	3 68	37	1 07	15,221
2	0 08	.....		2	0 16	.....		.....		.....
248	15 65	2,503	73 77	.....		310	3 10	525	10 50	1,337
.....		1,600	.....	.....		.....		.....		.....
3,274	45 51	346,265	23,997 62	31,430	1,596 97	10,361	103 61	26,645	313 67	161,130
.....	
.....		521	43 19	1	0 03	2	0 02	.....		16
.....		92	8 22	.....		.....		188	1 88	.....
8	16	205	13 35	5	0 17	3	0 03	.....		25
.....		343	32 75	.....		1	0 01	.....		2
8	16	1,161	97 51	6	0 20	6	0 06	188	1 88	43
.....	
.....		.....		1	0 03	7	0 07	.....		.....
10	0 20	9	0 93	4	0 12	6	0 06	.....		39
.....	
103	2 05	3	0 30	195	6 71	.....		.....		103
.....	
138	2 72	.....		27	0 65	154	1 54	.....		.....
6	0 12	5	0 38	83	2 00	144	1 44	.....		.....
.....	
.....		.....		.....		.....		.....		3,219
482	9 24	2,338	225 32	1,582	51 96	5	0 05	1	0 01	7
.....	
739	14 33	2,355	226 93	1,892	61 48	316	3 16	1	0 01	3,368

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>						
		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated (vegetable).....	22	3 35	3,347	454 60		
Apples.....			4,162	510 81	1,384	98 81
Barley.....	31,446	3,144 60	6,793	511 57	5	17
".....Free.			21,196			
Buckwheat.....			764	76 40		
Cotton, raw.....						
Corn.....	211,805	21,180 50	27,924	1,211 81	24	1 03
".....Free.			55,559			
Flax and hemp.....			25	3 75		
Flour.....	18,294	3,634 95	5,563	437 35	945	31 92
".....Free.			9,174			
Hay, pressed.....	181	27 15	7,804	445 66	13,912	715 79
Meals, all kinds.....	10,728	2,145 60	205	15 22	140	4 75
".....Free.			60			
Manilla.....	46	6 90	94	18 59		
".....Free.	37					
Oats.....	49,306	4,930 60	10,248	839 64	1,065	35 75
".....Free.			37,164			
Pease.....	11	1 10	1,987	126 36	3	0 11
Potatoes.....			253	14 66	67	2 37
Rye.....	1,784	197 05	2	0 07		
".....Free.			1,405			
Seeds—flax, clover and grass.....	84,742	8,475 70	1,827	79 80	48	1 73
".....Free.	17		80,570			
Tobacco, raw.....						
Wheat.....	326,798	32,440 86	46,635	3,550 08	11	0 39
".....Free.			289,611			
Total.....	735,217	76,188 36	612,372	8,296 37	17,604	892 82
<i>Manufactures.</i>						
Ashes, pot and pearl.....	42	8 40	12	1 65		
Agricultural implements.....	1,682	277 00	115	10 92	121	4 39
".....Free.	5					
Barrels, empty.....	3	0 41	664	33 50	111	4 58
Bricks.....			13,341	634 21	1,236	123 14
Cement and water lime.....	3	0 50	2,572	222 72	525	30 45
".....Free.	88					
Crockery and earthenware.....	48	7 20	871	163 04	43	3 64
".....Free.	294					
Furniture.....	31	5 00	3,746	558 30	45	1 57
".....Free.	1		6			
Glass of all kinds.....	335	50 80	4,722	918 84	11	0 39
".....Free.	2,519		11			
Iron, railway.....	3,747	616 60	7,872	1,138 35	533	39 63
".....Free.	7,289					
" pig.....	1,963	379 75	4,266	627 01		
".....Free.	680					
" all other.....	6,525	1,032 46	40,911	3,670 02	1,151	97 49
".....Free.	8,235		269			
Molasses.....	50	7 50	850	111 39	82	2 87
Nails.....	2,930	440 05	7,502	1,427 50	94	3 30
".....Free.	4,011					
Oil.....	24,193	4,835 40	2,011	352 56	205	11 01
".....Free.	148		18,995			
Oil cake.....			8	0 60	7	0 24

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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>Manufactures—Con.</i>						
		\$ cts.		\$ cts.		\$ cts.
Paint.....	130	19 55	1,515	293 42	50	1 90
".....Free.	412					
Pitch and tar.....	99	14 85	1,405	114 64	640	57 94
".....Free.	239					
Rosin.....			678	34 42	2,133	279 61
Soda ash.....	55	9 75	821	153 65		
".....Free.	310		72			
Spirits, whiskey, &c.....	2,216	381 60	2,402	454 31	112	3 84
".....Free.	483		614			
Steel.....	128	16 74	3,024	434 56	7	0 24
".....Free.	111					
Sugar.....	19,466	2,950 12	16,958	3,317 91	221	7 63
".....Free.	1,153					
Tin.....	282	42 30	4,194	830 50		
".....Free.	1,365					
White lead.....	36	5 40	1,153	222 35		
".....Free.	304					
Turpentine.....			221	35 28	148	14 80
Whiting.....			702	137 77	1	0 04
".....Free.	93					
Woodenware.....	95	38 00	131	44 40	1	0 10
".....Free.	5					
Total.....	91,809	11,139 38	142,644	15,943 82	7,477	688 80
<i>Merchandise.</i>						
Brimstone (crude).....			2,187	199 04		
Clay, lime and sand.....	350	43 75	64,756	2,517 95	13,482	1,364 98
Coal.....	147,587	29,517 40	301,717	43,552 50	62,954	6,123 07
".....Free.			149,697			
Dye woods and dye stuffs.....			22	2 10	14	1 40
Fish.....			99	4 63		
Gypsum.....			9	1 35		
Ores (all kinds).....	5,862	293 10	175	4 70	18,616	932 03
Marble.....	122	18 30	91	16 40		
".....Free.	35					
Rags.....			242	29 12		
Salt.....	100	19 70	5,370	485 68	777	51 94
".....Free.	17		75			
Stone (all kinds).....	113	5 65	4,475	252 96	3,923	274 00
All other goods and merchandise (not enumerated).....	56,309	8,425 33	66,185	9,607 04	5,132	334 71
".....Free.	11,707		466			
Total.....	224,202	38,323 23	595,566	56,673 47	104,898	9,082 13
Grand totals (passengers and tonnage of vessels not included).....	1,201,967	163,031 93	1,636,117	124,832 54	498,939	30,189 18

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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.
528	13 37			89	9 10	10	0 10			222
17	0 43	247	46 93	144	12 91	6	0 06			256
						4	0 04			62
461	11 64	11	2 09	756	66 27	83	0 83			3,929
613	12 19			31	1 09					799
1,201	30 17			714	76 75	222	2 22			4,019
48	1 24			17	1 59	72	0 72			1,190
335	8 50			277	30 86					245
162	4 14			13	1 14					20
179	4 54			52	4 53					324
5	0 29									
9,523	218 19	794	110 25	6,517	465 27	3,430	34 30	384	4 65	216,079
		38,930	2,004 23	19,736	464 35	871	8 71			2,060
4,793	89 90			9,990	381 62	39,914	399 14	8	0 08	1,233,011
20	0 51									20
20	0 40					1,716	17 16			857
100	5 00			235	6 84	50	0 50			2,356,592
10	0 26			3	0 26	2,399	23 09			40
48	1 23	40	7 60	50	4 39	1	0 01			
409	7 79			2,722	69 62	938	9 38			13,809
260	4 88			161	7 52	3,701	37 01			1,345
7,186	167 12	5,044	678 01	5,231	513 05	1,061	10 61	247	7 41	310,321
12,846	301 59	44,014	2,689 84	38,128	1,447 05	50,561	505 61	255	7 49	4,523,055
27,727	1,283 02	397,415	30,729 20	82,159	6,824 91	76,327	2,658 70	28,495	1,123 57	6,574,039

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, 1906.

Canal and Offices.	January.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
WELLAND CANAL.												
**Chippawa.....		6,516 21	18,176 91	15,245 10	17,744 69	19,044 53	16,406 91	19,834 29	16,354 73	2,925 82	132,248 89	
Colborne.....		1,899 06	3,067 69	4,095 71	3,097 73	4,436 72	4,116 91	3,833 84	4,927 92	1,307 46	30,783 04	
Dalhousie.....												
**Dunnville.....												
**St. Catharines.....												
Total Welland Canal.....		8,415 27	21,244 60	19,340 81	20,842 42	23,481 25	20,523 82	23,668 13	21,282 65	4,232 98	163,031 93	
ST. LAWRENCE CANALS.												
Soulanges.....		30 00	179 27	301 18	169 31	469 70	186 46	58 40	61 47	3 29	1,450 08	
Cardinal.....		16 20	147 62	297 49	487 34	320 47	263 65	205 38	441 22	71 43	2,250 80	
Cornwall.....		598 28	3,840 73	7,118 26	7,716 52	6,947 39	6,781 67	6,418 55	5,948 55	26 93	45,396 90	
Kingston.....		403 09	1,387 59	1,923 62	2,103 06	1,175 49	2,062 41	1,518 16	2,765 95		13,339 37	
Iachine.....			711 14	960 89	647 73	925 45	638 57	456 72	339 16	9 90	4,689 56	
Montreal.....		295 45	6,366 41	8,288 84	9,239 38	9,396 83	8,426 57	8,466 58	7,020 00	205 77	57,705 83	
Total St. Lawrence Canal.....		1,343 02	12,632 76	18,890 28	20,363 34	19,226 33	18,359 33	17,123 79	16,576 35	317 34	124,832 54	
CHAMBLY CANAL.												
Chambly Canal.....		0 77	970 84	1,990 39	3,150 37	3,375 91	2,482 13	3,209 98	1,791 47		16,971 86	
St. John's.....			1,695 60	2,441 70	2,165 47	1,651 79	1,590 22	2,039 23	746 95		12,353 95	
St. Ours.....		26 78	91 05	102 57	145 40	128 73	115 45	169 63	86 76		866 37	
Total Chambly Canal.....		27 55	2,757 49	4,534 66	5,461 24	5,156 43	4,187 80	5,438 83	2,625 18		30,189 18	
OTTAWA CANALS.												
Ottawa.....		728 52	3,047 75	3,131 52	3,175 14	2,278 11	2,109 58	2,029 57	1,236 75		17,736 94	
Carillon.....			1 04	1 47	34 54	3 00	10 57	0 99	1 01		52 71	
Grenville.....			1,306 19	1,154 66	1,507 15	2,436 13	1,346 96	1,360 40	574 76		9,686 25	
St. Anne's.....		8 75	340 17	375 11	642 66	641 74	572 58	422 03	250 26		3,253 30	
Total Ottawa Canals.....		737 27	4,695 15	4,662 76	5,359 49	5,359 07	4,039 69	3,812 99	2,062 78		30,729 20	

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RUDEAU CANAL.											
Kingston Mills.....										1,211 24	
Ottawa.....										3,677 37	
Smith's Falls.....										1,486 30	
Total Rideau Canal.....										6,824 91	
ST. PETERS CANAL.											
St. Peter's.....	12 60	66 69	293 33	324 20	328 45	377 93	377 88	375 75	329 84	172 03	2,658 70
TRENT VALLEY CANALS.											
Bobcaygeon.....		1 00	23 90	52 60	50 79	88 89	31 83				243 10
Buckhorn.....			3 80	14 58	43 17	25 43	9 75				105 17
Peterborough.....			29 60	64 85	102 85	111 30	57 10	8 40	20 90		432 65
Barleight.....			6 38	39 07	35 48	28 40	19 28	44 19	20 80		193 60
Hastings.....			1 25	8 10	8 60	6 50	0 50		0 75		25 70
Fenelon Falls.....			12 20	10 75	25 35	24 80	11 50	22 25	16 50		123 35
Total Trent Valley Canals.....		2 45	77 13	190 04	266 24	279 32	130 00	119 44	58 95		1,123 57
MURRAY CANAL.											
Brighton.....		67 20	71 79	166 44	241 95	329 06	163 53	123 85	118 10	1 10	1,283 02
Grand total.....	12 60	10,691 09	42,455 98	49,008 39	53,915 77	55,679 34	48,946 36	51,501 40	43,738 67	4,723 45	360,673 05

*These offices have been ordered closed.

**No business done during year 1906.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 5, 1907.

RICHARD DEVLIN,
Compiler of Canal Statistics.

7-8 EDWARD VII., A. 1908

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of
31st, 1906, and the amount of

Vessels.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
WELLAND CANAL.					
Canadian vessels, steam.....	617	161,914	182,870	65,203	573
" sail.....	249	39,502	38,337	26,142	.....
Total, Canadian.....	866	201,416	221,207	91,345	573
United States vessels, steam.....	602	.....	.....	88,732	7,666
" sail.....	68	.....	.....	2,870	7,270
Total United States.....	670	.....	.....	91,602	14,936
Grand total, Welland Canal.....	1,536	201,416	221,207	182,947	15,509
ST. LAWRENCE CANALS.					
Canadian vessels, steam.....	4,051	476,150	424,649	23,062	90
" sail.....	4,162	546,372	449,104	27,291	.....
Total, Canadian.....	8,213	1,022,522	873,753	50,353	90
United States vessels, steam.....	869	6,651	4,568	83,626	151
" sail.....	389	3,295	6,080	33,933	532
Total United States.....	1,258	9,946	10,648	117,559	683
Grand total, St. Lawrence Canals.....	9,471	1,032,468	884,401	167,912	773
CHAMBLY CANAL.					
Canadian vessels, steam.....	438	35,578	36,529	3	.....
" sail.....	363	6,394	7,034	5,826	.....
Total, Canadian.....	801	41,972	43,563	5,829	.....
United States vessels, steam.....	10	48	.....	.....	.....
" sail.....	3,079	.....	970	137,615	.....
Total United States.....	3,089	48	970	137,615	.....
Grand total, Chambly Canal.....	3,890	42,020	44,533	143,444	.....
OTTAWA CANAL.					
Canadian vessels, steam.....	922	32,825	83,121	.....	334
" sail.....	1,000	6,848	109,557	.....	2,494
Total, Canadian.....	1,922	39,673	192,678	.....	2,828
United States vessels, steam.....	7	.....	52	.....	95
" sail.....	278	1,599	584	.....	23,783
Total United States.....	285	1,599	636	.....	23,878
Grand total, Ottawa Canal.....	2,207	41,272	193,314	.....	26,706
RIDEAU CANAL.					
Canadian vessels, steam.....	3,963	79,798	78,350	4,297	.....
" sail.....	1,658	16,363	16,226	629	.....
Total, Canadian.....	5,621	96,161	94,576	4,926	.....

SESSIONAL PAPER No. 20a

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.		
							8 cts.
1,829	157	3,427	51,562	232,373	235,162	467,535	7,969 36
341	.....	975	30,044	66,960	68,381	135,341	3,046 25
2,170	157	4,402	81,606	299,333	303,543	602,876	11,015 61
213,089	203,156	7,658	99,309	309,479	310,131	619,610	9,299 96
1,041	2,580	5,880	7,901	9,791	17,751	27,542	620 39
214,130	205,736	13,538	107,210	319,270	327,882	647,152	9,920 35
216,300	205,893	17,940	188,816	618,603	631,425	1,250,028	20,935 96
			38,289	499,512	463,028	962,240	7,727 82
			34,572	573,663	483,676	1,057,339	11,078 75
			72,861	1,072,875	946,704	2,019,579	18,806 57
5,996	6,829	9	82,475	96,282	94,023	190,305	1,546 56
72	36	15,697	48,168	52,997	54,816	107,813	1,345 60
6,068	6,865	15,706	130,643	149,279	148,839	298,118	2,892 16
6,068	6,865	15,706	203,504	1,222,154	1,095,543	2,317,697	21,698 73
			6	35,581	36,535	72,116	259 82
			7,943	12,220	14,977	27,197	291 92
			7,949	47,801	51,512	99,313	551 74
			179	48	179	227	3 75
			166,599	187,615	167,569	305,184	4,209 28
			166,778	137,663	167,748	305,411	4,213 03
			174,727	185,464	219,260	404,724	4,764 77
				32,825	83,455	116,280	964 99
				6,848	112,051	118,899	1,511 78
				39,673	195,506	235,179	2,476 77
					147	147	2 40
		1,553		3,152	24,367	27,519	663 30
		1,553		3,152	24,514	27,666	665 70
		1,553		42,825	220,020	262,845	3,142 47
			5,094	84,095	83,444	167,539	1,588 84
			545	16,992	16,771	33,763	641 55
			5,639	101,087	100,215	201,302	2,230 39

7-8 EDWARD VII., A. 1908

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of
31st, 1906, 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.....	90	82	52	386	
" sail.....	156	2,109	672	172	1,936
Total United States.....	246	2,191	724	558	1,936
Grand total, Rideau Canal.....	5,867	98,352	95,300	5,484	1,936
ST. PETER'S CANAL.					
Canadian vessels, steam.....	231	13,312	13,138		
" sail.....	1,185	33,719	34,071		
Total, Canadian.....	1,416	47,031	47,209		
United States vessels, steam.....	2	134			343
" sail.....					
Total United States.....	2	134			343
Grand total, St. Peter's Canal.....	1,418	47,165	47,209		343
TRENT VALLEY CANAL.					
Canadian vessels, steam.....	1,869	37,561	38,068		
" sail.....	118	2,354	2,817		
Total, Canadian.....	1,987	39,915	40,885		
United States vessels, steam.....					
" sail.....					
Total United States.....					
Grand total, Trent Valley Canal.....	1,987	39,915	40,885		
MURRAY CANAL.					
Canadian vessels, steam.....	638	79,503	75,900	33,128	
" sail.....	112	7,730	3,393	776	
Total, Canadian.....	750	87,233	79,293	33,904	
United States vessels, steam.....	10		37	160	
" sail.....	1				
Total United States.....	11		37	160	
Grand total, Murray Canal.....	761	87,233	79,330	34,064	
SAULT STE. MARIE CANAL.					
Canadian vessels, steam.....	3,469	646,191	612,935	105,036	147,268
" sail.....	453	49,662	58,377	1,312	4,836
Total, Canadian.....	3,922	695,853	671,312	106,348	152,104
United States vessels, steam.....	1,599	19,113	1,219	7,797	21,913
" sail.....	159	1,275	1,090	968	14,872
Total United States.....	1,758	20,388	2,309	8,765	36,785
Grand total, Sault Ste. Marie Canal....	5,680	716,241	673,621	115,113	188,889

SESSIONAL PAPER No. 20a

Vessels passed through all the Canals during the Season of Navigation ended December
Tolls heretofore collected, now free—*Continued.*

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.		
			472	468	524	992	\$ 24 15
			346	2,281	2,954	5,235	117 03
			818	2,749	3,478	6,227	141 18
			6,457	103,836	103,693	207,529	2,371 57
				13,312	13,138	26,450	529 03
				33,719	34,071	67,790	1,356 86
				47,031	47,209	94,240	1,885 89
				134	343	477	9 54
				134	343	477	9 54
				47,165	47,552	94,717	1,895 43
				37,561	38,068	75,629	492 26
				2,354	2,817	5,171	31 00
				39,915	40,885	80,800	523 26
				39,915	40,885	80,800	523 26
			32,870	112,631	108,770	221,401	249 25
			480	8,506	3,873	12,379	35 87
			33,350	121,137	112,643	233,780	285 12
			166	160	203	363	2 50
			29		29	29	0 25
			195	160	232	392	2 75
			33,545	121,297	112,875	234,172	287 87
22,250	5,349	187,261	108,062	960,738	873,614	1,834,352	.....
		10,613	100	61,587	63,313	124,900	.....
22,250	5,349	197,874	108,162	1,022,325	936,927	1,959,252	.....
2,354,390	1,660,409	68,065	7,337	2,449,365	1,691,478	4,140,843	.....
164,033	55,121	16,813	4,855	183,091	75,938	259,029	.....
2,518,425	1,715,530	84,878	12,792	2,632,456	1,767,416	4,399,872	.....
2,549,675	1,720,879	282,752	120,954	3,654,781	2,704,343	6,359,124	.....

7-8 EDWARD VII., A. 1908

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	866	201,416	221,207	91,345	573
St. Lawrence	8,213	1,022,522	873,753	50,353	90
Chambly	801	41,972	43,563	5,829	.....
Ottawa	1,922	39,673	192,678	.....	2,828
Rideau	5,621	96,161	94,576	4,926	.....
St. Peter's	1,416	47,031	47,209	.....	.....
Trent Valley	1,987	39,915	40,885	.....	.....
Murray	750	87,232	79,293	33,904	.....
Sault Ste. Marie	3,922	695,853	671,312	106,348	152,104
Total Canadian	25,498	2,271,776	2,264,476	292,705	155,595
UNITED STATES VESSELS.					
Welland	670	.....	.....	91,602	14,936
St. Lawrence	1,258	9,946	10,648	117,559	683
Chambly	3,089	48	970	137,615	.....
Ottawa	285	1,599	636	.....	23,878
Rideau	246	2,191	724	558	1,936
St. Peter's	2	134	.....	.....	343
Trent Valley .....	.....	.....	.....	.....	.....
Murray	11	.....	37	160	.....
Sault Ste. Marie	1,758	20,388	2,309	8,765	36,785
Total United States	7,319	34,306	15,324	356,259	78,561
Grand total, Canadian and United States	32,817	2,306,082	2,279,800	648,964	234,156

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 5, 1907.

SESSIONAL PAPER No. 20a

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.
2,170	157	4,402	81,606	299,333	303,543	602,876	11,015 61
			72,861	1,072,875	946,704	2,019,579	18,806 57
			7,949	47,801	51,512	99,313	551 74
			39,673	39,673	195,506	235,179	2,476 77
			5,639	101,087	100,215	201,302	2,230 39
				47,031	47,209	94,240	1,885 89
				39,915	40,885	80,800	523 26
			33,350	121,137	112,643	233,780	285 12
22,250	5,349	197,874	108,162	1,022,325	936,927	1,959,252	No Tolls.
24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	37,775 35
214,130	205,736	13,538	107,210	319,270	327,882	647,152	9,920 35
6,068	6,865	15,706	130,643	149,279	148,839	298,118	2,892 16
			166,778	137,663	167,748	305,411	4,213 03
		1,553		3,152	24,514	27,666	665 70
			818	2,749	3,478	6,227	141 18
				134	343	477	9 54
			195	160	232	392	2 75
2,518,425	1,715,530	84,878	12,792	2,632,456	1,767,416	4,399,872	No Tolls.
2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	17,844 71
2,763,043	1,933,637	317,951	723,003	6,036,040	5,173,596	11,211,636	55,620 06

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 1905 and 1906, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

Canals.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1905.												
Wel and St. Lawrence	50,321	257,434	54,469	62,510	112,549	190,547	15,026	349,500	232,059	859,991	1,092,050	157,478 61
Chambly	329,363	751,571	148,493	2,144	308	1,796	8,008	511,172	486,172	1,266,683	1,752,855	128,610 73
Ottawa	5,665	14,787	312,017	74,478				114,597	317,682	129,387	447,069	28,391 88
Rideau	263	316,030	1,049	3,694				10,949	363	390,598	390,771	28,949 43
St. Peter's	21,939	22,233							22,988	36,876	59,864	5,589 43
Trent Valley	27,951	53,126							27,951	53,126	81,077	2,911 96
Murray	27,618	17,613							27,618	17,613	45,231	1,309 13
Sault Ste. Marie	14,801	10,904						2,300	16,217	13,204	29,421	1,205 89
	259,055	808,816	32,221	201,263	494,371	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	2,451,997	6,920,647	9,371,744	354,447 06
1906.												
Welland	77,635	374,640	53,867	36,109	84,205	237,226	7,161	331,124	222,868	979,099	1,291,967	163,031 93
St. Lawrence	445,483	706,840	142,326		131	735		326,141	602,401	1,033,716	1,636,117	124,832 54
Chambly	6,681	11,345	372,871					108,342	379,252	119,687	498,939	30,189 18
Ottawa	240,158	154,907						2,350	240,158	157,257	397,415	30,729 20
Rideau	30,965	33,785	2,667	4,936				9,806	33,632	48,527	82,159	6,824 91
St. Peter's	26,671	49,656							26,671	49,656	76,327	2,658 70
Trent Valley	18,331	10,164							18,331	10,164	28,495	1,123 37
Murray	11,814	9,555	3,008					3,350	14,822	12,905	27,727	1,283 02
Sault Ste. Marie	381,191	1,004,963	52,655	193,874	907,172	3,357,295	460,617	216,272	1,801,635	4,772,404	6,574,039	No Tolls.
Grand total	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185	360,673 05

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 5, 1907.

APPENDIX A—Continued.

No. 19—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1905 and 1906.

Articles.	1905.	1906.	Increase.	Decrease.
<i>Class No. 1.</i>	Tons.	Tons.	Tons.	Tons.
Canadian Vessels, steam	3,640,106	3,967,984	327,878	
United States Vessels, steam	4,533,851	4,954,751	420,900	
Canadian Vessels, sail	1,354,203	1,589,246	235,043	
United States Vessels, sail	959,272	735,227		24,045
Total, class No. 1	10,287,432	11,247,208	983,821	24,045
<i>Class No. 2.</i>	No.	No.	No.	No.
Passengers	233,545	256,500	22,955	
<i>Class No. 3.</i>	Tons.	Tons.	Tons.	Tons.
Bricks	23,814	17,713		6,101
Brimstone	1,177	2,187	1,010	
Cement and water-lime	31,942	45,619	13,677	
Clay, lime and sand	110,918	140,185	29,267	
Fish	3,881	2,692		1,189
Gypsum	280	9		271
Iron (Railway)	57,515	128,060	70,545	
" (Pig)	29,237	21,480		7,757
" (all other)	58,508	69,261	10,753	
Steel	5,661	4,632		1,029
Salt	28,148	24,125		4,023
Stone, for cutting	3	759	756	
Apples	9,217	8,048		1,169
Barley	114,226	123,950	9,724	
Buckwheat	721	765	44	
Corn	261,509	244,122		17,387
Cotton (raw)	2	20	18	
Flax and hemp	64	25		39
Flour	243,938	297,937	53,999	
Hay (pressed)	33,354	26,811		6,543
Meals (all kinds)	14,832	27,472	12,640	
Oil Cake	11,557	95		11,462
Oats	101,258	209,286	108,028	
Peas	950	2,126	1,176	
Potatoes	7,420	5,853		1,567
Rye	5,303	5,738	435	
Flaxseed	69,576	194,701	125,125	
Seeds (all kinds)	3,740	1,455		2,285
Tobacco (raw)	239	2		237

No. 19.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1905 and 1906—*Continued.*

Articles.	1905.	1906.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
<i>Class No. 3—Concluded.</i>				
Wheat	1,248,567	1,406,741	158,174	
All other agricultural products, vegetable.	6,470	4,805		1,665
Bones	52	107	55	
Cattle	1,468	932		536
Hogs	445	365		80
Hides and skins, horns and hoofs.	137	123		14
Horses	1,564	1,685	121	
Lard and lard oil	3,299	5,718	2,419	
Meats (other than pork)	434	447	13	
Pork	1,213	834		379
Sheep	616	541		75
Tallow	587	81		506
Wool	2,489	3,309	820	
All other agricultural products, animal.	12,477	11,057		1,420
Total, class No. 3.	2,508,808	3,041,873	598,799	65,734
<i>Class No. 4.</i>				
Ashes, pot and pearl	57	54		3
Agricultural implements	1,102	4,045	2,943	
Crockery and Earthenware	2,047	2,211	164	
Dye woods and dye Stuffs	30	76	46	
Furniture	5,075	4,816		259
Glass (all kinds)	6,086	8,596	2,510	
Marble	2,475	2,575	100	
Manilla	1,544	1,931	387	
Molasses	2,232	1,943		289
Nails	17,374	20,836	3,462	
Oil (in Barrels)	32,006	28,699		3,307
Paint	3,890	2,574		1,316
Pitch and tar	1,243	2,814	1,571	
Rags	616	381		235
Rosin	3,526	2,815		711
Soda ash	1,073	938		135
Sugar	27,275	42,801	15,526	
Stone (wrought)	228	508	280	
Tin	5,174	5,803	629	
Turpentine	41	564	523	
White lead	1,386	2,046	660	
Whiting	905	1,258	353	
Whiskey and all other spirits	6,680	9,970	3,290	
Merchandise (not enumerated)	331,487	454,636	123,149	
Total, class No. 4	453,552	602,890	155,593	6,255

SESSIONAL PAPER No. 20a

No. 19.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending
December 31, 1905 and 1906—*Continued.*

Articles.	1905.	1906.	Increase.	Decrease.
<i>Class No. 5.</i>	Tons.	Tons.	Tons.	Tons.
Bark	117	13		104
Barrels (empty)	1,996	1,090		906
Boat Knees				
Floats	44,241	21,003		23,238
Fire wood, in vessels	423,693	468,133	44,440	
" in rafts		1,740	1,740	
Lumber sawn, in vessels	591,028	645,257	54,229	
" in rafts	354	4,564	4,210	
Hoops	8	102	94	
Railway ties, in vessels	7,470	5,608		1,862
" in rafts		69	69	
Meats, Spars and telegraph poles, in vessels ..	632	29		603
" " in rafts ..	10,999	14,730	3,731	
Square timber, in vessels	13,215	18,555	5,370	
" in rafts	15,807	7,298		8,509
Woodenware and wood partly manufactured	1,160	232		928
Shingles	16,300	16,652	352	
Split posts and fence rails, in vessels	773	4		769
" " in rafts				
Saw logs	58,949	90,929	31,980	
Staves and headings, barrel	10	95	85	
" " pipe				
" " west india				
" " salt barrel		1,500	1,500	
Traverses	200			200
Hop poles	3	50	47	
Total, class No. 5	1,186,955	1,297,683	147,847	37,119
<i>Special Class.</i>				
Coal	1,596,935	1,804,974	208,039	
Kryolite or chemical ore	987	2,017	1,030	
Iron ore	2,959,300	2,970,637	11,337	
Copper ore	11,006	8,976		2,030
Stone (unwrought, not suitable for cutting) ..	31,706	12,711		18,995
Ice		2,080	2,080	
Total, special class	4,599,934	4,801,395	222,486	21,025
Total freight heretofore paying tolls, now free	8,749,249	9,743,841	994,592	

No. 19.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1905 and 1906—*Concluded.*

Articles.	1905.	1906.	Increase.	Decrease.
<i>Special Class—Concluded.</i>	Tons.	Tons.	Tons.	Tons.
Timber and other wood, free.....	68,629	70,015	1,386	.....
Wheat, corn, flour, iron, salt, coal, etc., free.	553,866	709,329	155,463	.....
Grand totals (passengers and tonnage of vessels not included)	9,371,744	10,523,185	1,151,441	.....
Total, increase and decrease....	.....	.....	1,281,574	130,133
Freight, grand total increase.....	.....	.....	1,151,441	.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA April 5, 1907.

RICHARD DEVLIN,
Compiler of Canal Statistics.

SESSIONAL PAPER No. 20a

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 1906.

WELLAND CANAL.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Num-ber.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	20	160	12	96	10	80	4	23
10	5	50	3	30	3	30		
15	3	45	1	15	2	30	1	15
20	2	40	2	40	1	20		
25	3	75	2	50	2	50	3	75
30	7	210	1	30	2	69	1	30
35	4	140	1	35	1	35	2	70
40	1	40	1	40	1	40	2	80
45	1	45	1	45	2	90		
50	1	50			2	100		
55			1	55	1	55		
60							1	60
65					2	130		
70	1	70			2	140		
75			1	75				
80					1	80		
85					1	85		
90	1	90						
95					1	95		
100			1	100	1	100		
110	1	110			1	110	3	330
130	1	130						
150	1	150	1	150	1	150		
160	1	160			1	160		
165	2	310			1	165		
175	1	175			1	175		
190	1	190						
195			3	585				
220	2	440						
230			2	460	1	230	1	230
260	1	260	2	520	1	260		
265	1	265	1	265	1	265		
285					2	560		
295	1	295			2	590		
305	1	305	1	305				
310	1	310					1	310
315	2	630						
320	1	320	1	320				
330	1	330	1	330			1	330
360	2	720						
400	1	400						
415	1	415						
455	1	455	1	455	1	455	1	455
460	2	920	1	460	1	460	1	460
485	1	485	1	485				
495	1	495	1	495	3	1,485		
500	1	500			1	500	1	500
520							1	520
530	1	530					1	530
555	1	555			1	555		
560			1	560				
575	1	575						
585							1	585
595	2	1,190						
600							1	600
615							1	615
645	1	645	1	645	1	645		
660					1	660		

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1906.

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	2	1,350	.....	.....	1	675	1	675
690	1	690	.....	.....	1	690	.....	.....
719	1	719	1	719	1	719	.....	136
729	2	1,478	1	739	1	739	.....	.....
712	1	742	.....	.....	1	742	.....	.....
759	.....	.....	.....	.....	.....	.....	1	759
771	1	771	.....	.....	2	1,542	.....	.....
802	1	802	.....	.....	2	1,604	2	1,604
870	2	1,740	.....	.....	1	870	2	1,740
882	1	882	1	882	.....	.....	.....	.....
908	1	908	1	908	1	908	.....	.....
929	1	929	.....	.....	3	2,787	.....	.....
940	.....	.....	.....	.....	4	3,760	.....	.....
959	1	959	1	959	1	959	.....	.....
977	2	1,954	1	977	.....	.....	.....	.....
989	2	1,978	1	989	3	2,967	.....	.....
994	2	1,988	.....	.....	1	994	.....	.....
1,023	2	2,046	.....	.....	1	1,023	.....	.....
1,027	.....	.....	.....	.....	.....	.....	1	1,027
1,035	1	1,035	.....	.....	3	3,105	.....	.....
1,041	.....	.....	.....	.....	1	1,041	.....	.....
1,054	.....	.....	.....	.....	1	1,054	.....	.....
1,078	.....	.....	.....	.....	1	1,078	.....	.....
1,118	1	1,118	.....	.....	.....	.....	.....	.....
1,160	1	1,160	.....	.....	1	1,160	.....	.....
1,172	5	5,860	.....	.....	.....	.....	.....	.....
1,202	4	4,808	1	1,202	1	1,202	.....	.....
1,330	2	2,660	.....	.....	.....	.....	.....	.....
1,425	.....	.....	.....	.....	1	1,425	.....	.....
1,447	2	2,894	.....	.....	1	1,447	.....	.....
1,548	1	1,548	.....	.....	1	1,548	.....	.....
1,553	.....	.....	.....	.....	3	4,659	.....	.....
1,565	.....	.....	.....	.....	3	4,695	.....	.....
1,627	1	1,627	.....	.....	1	1,627	.....	.....
1,668	.....	.....	.....	.....	1	1,668	.....	.....
1,673	.....	.....	.....	.....	1	1,673	.....	.....
Total...	125	55,926	53	14,021	100	57,016	35	11,632

ST. LAWRENCE CANALS.

5	62	496	9	72	20	160	.....	.....
10	23	230	3	30	2	20	.....	.....
15	9	135	.....	.....	1	15	.....	.....
20	5	100	4	80	1	20	1	20
25	10	250	2	50	1	25	.....	.....
30	15	150	1	30	.....	.....	.....	.....
35	6	210	2	70	1	35	.....	.....
40	8	320	11	440	.....	.....	.....	.....
45	4	180	5	225	.....	.....	.....	.....
50	7	350	4	200	.....	.....	.....	.....
55	2	110	4	220	.....	.....	.....	.....
60	5	300	6	360	.....	.....	.....	.....
65	2	130	2	130	1	65	.....	.....
70	5	350	2	140	2	140	.....	.....
75	3	225	9	675	1	75	.....	.....

SESSIONAL PAPER No. 20a

No. (A) 20—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1906.

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	1	80	6	480			1	80
85	3	255	8	680	1	85	3	255
90	3	270	8	720				
95	2	190	10	950	2	190	82	7,790
100	3	300	25	2,500			9	900
105			15	1,155	2	210	9	945
110	2	220	4	440			5	550
115	1	115	11	1,265			3	345
120	2	240	9	1,080				
125	3	375	7	875	1	125		
130			8	1,040			1	130
135	1	135	8	1,080				
140	2	280	6	840				
145	1	145	9	1,395				
150	3	450	24	1,440				
155	4	620	14	2,170	1	155	1	155
160			5	800				
165	1	165	5	825				
170	1	170	4	680				
175	1	175	3	525				
180			1	180				
185			3	555				
190			2	380			1	190
195	1	195	2	390				
200			2	400			2	400
210	1	210	1	210				
225			2	450				
230			1	230				
235	2	420						
250			1	250				
255			2	510				
260	3	780	2	520				
275			1	275				
285			3	285			1	285
290			1	290				
295			2	590			1	295
300			3	900				
305			1	305			1	305
310	1	310	3	930				
315	2	630					3	317
320			3	960				
325	1	320	1	325				
330			3	990				
335			5	1,675			1	335
340	1	340	1	340			2	680
345			1	345				
350			2	700				
355	2	710						
360			2	720				
365			3	1,095				
370	1	370	2	740				
375			2	750				
380			1	380				
385			1	385				
395			1	395				
411			1	411				
412	1	412						
415			2	830				

7-8 EDWARD VII., A. 1908

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.
418			2	836				
435			2	870				
438			1	438			1	438
442			1	442				
463			1	463				
471	1	471						
473							1	473
475			2	950				
479	1	479						
481			1	481				
483			1	483				
499			1	499				
500	1	500						
508	1	508						
516			2	1,032				
518			1	518				
521			1	521				
531					1	531		
539			1	539				
541			1	541				
543			2	1,086				
561	1	561						
567					1	567		
578			1	578				
586			1	586	1	586		
590			1	590				
598	1	598						
599	1	599						
607			2	1,214				
643			1	643				
674	1	674						
680	1	680						
681			1	681				
700			1	700				
719			1	719				
729	1	729						
771	1	771						
773					1	773		
796					2	1,592		
802	1	802						
838	1	838						
864	1	864						
868	1	868						
873							1	873
908	1	908						
911					1	811		
921					1	921		
929					1	929		
944					1	944		
955					2	1,910		
970			1	970				
987					2	1,874		
992	1	992						
993							1	993
996	1	996						
1,010	1	1,001						
1,020	1	1,020						
1,038	1	1,038						
1,062	1	1,062						
1,142	2	2,284						

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No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—
*Concluded.*ST. LAWRENCE CANALS—*Concluded.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number	Total Tonnage.	Number	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
1,147					1	1,147		
1,154	1	1,154						
1,190	1	1,190						
1,197	1	1,197						
1,386	1	1,386						
1,431	1	1,431						
.....	246	38,083	347	58,643	52	14,005	130	16,751

RIDEAU AND CHAMBLY CANAL.

8	91	728	140	1,120	25	200	8	64
10	15	150	5	50	2	20	3	60
15	8	120	2	30	1	15	1	15
20	5	100	1	20	3	60		
25			1	25				
30			2	60				
35	1	35						
40	1	40						
45			3	135	1	45		
50	4	200	3	150				
55	1	55						
60	2	120	1	60	1	60		
65			1	65				
70	2	140					1	70
75			3	225				
80			3	240			1	80
85			2	170			19	1,615
90			1	90			71	6,390
95	2	190	3	285			331	31,445
100			3	300			67	6,700
105	1	105	5	525			41	4,305
110			6	660			39	4,290
115			7	805			6	690
120	2	240	5	480			8	960
125			5	625			4	500
130							4	520
135	1	135	6	810			2	270
140			4	560				
145			5	725				
150	1	150	12	1,800			3	450
155	1	155	6	930				
160			2	320				
165	1	165	5	825				
170			4	680				
190			1	190				
195	2	390						
200			1	200				
250			1	250				
260	1	260						
265			1	265				
275			1	275				
295	1	295						
320	1	320						
370	1	370						
395	1	395						
Total...	145	4,858	250	13,940	33	400	609	58,324

7-8 EDWARD VII., A. 1908

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 1,627 tons.....	66	53,246	1	250 to 1,202 tons.....	20	12,215
2	200 " 249 ".....	2	440	2	200 " 249 ".....	2	460
3	150 " 199 ".....	6	985	3	150 " 199 ".....	4	735
4	100 " 149 ".....	2	240	4	100 " 149 ".....	1	100
5	50 " 99 ".....	3	210	5	50 " 99 ".....	2	130
6	Under 50 ".....	46	805	6	Under 50 ".....	24	381
	Total.....	125	55,926		Total.....	53	14,021

ST. LAWRENCE

1	250 to 1,431 tons.....	42	29,487	1	250 to 1,142 tons.....	80	32,276
2	200 " 249 ".....	3	680	2	200 " 249 ".....	6	1,290
3	150 " 199 ".....	11	1,775	3	150 " 199 ".....	63	7,945
4	100 " 149 ".....	15	1,810	4	100 " 149 ".....	102	11,580
5	50 " 99 ".....	33	2,260	5	50 " 99 ".....	59	4,555
6	Under 50 ".....	142	2,071	6	Under 50 ".....	37	997
	Total.....	246	38,083		Total.....	347	58,643

RIDEAU, OTTAWA

1	250 to 395 tons.....	5	1,640	1	250 to 275 tons.....	2	540
2	200 " 249 ".....			2	200 " 249 ".....	2	450
3	150 " 199 ".....	5	860	3	150 " 199 ".....	30	4,745
4	100 " 149 ".....	4	480	4	100 " 149 ".....	45	5,490
5	50 " 99 ".....	11	705	5	50 " 99 ".....	17	1,285
6	Under 50 ".....	121	1,173	6	Under 50 ".....	154	1,440
	Total.....	146	4,858		Total.....	250	13,940

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, JULY, 1906.

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A—Concluded.

Vessels passed through the Canals during the Season of Navigation in 1906.

CANAL.

UNITED STATES.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,673 tons.....	59	54,806	1	250 to 1,027 tons.....	17	10,710
2	200 " 249 "	1	230	2	200 " 249 "	1	230
3	150 " 199 "	4	650	3	150 " 199 "	0	0
4	100 " 149 "	2	210	4	100 " 149 "	3	350
5	50 " 99 "	10	685	5	50 " 99 "	1	60
6	Under 50 "	24	435	6	Under 50 "	13	302
	Total.....	100	57,016		Total.....	35	11,632

CANAL.

1	250 to 1,147 tons.....	15	12,685	1	250 to 873 tons.....	11	4,991
2	200 " 249 "	1	230	2	200 " 249 "	2	440
3	150 " 199 "	1	155	3	150 " 199 "	2	345
4	100 " 149 "	3	335	4	100 " 149 "	27	2,870
5	50 " 99 "	7	555	5	50 " 99 "	87	8,125
6	Under 50 "	26	275	6	Under 50 "	1	20
	Total.....	52	14,005		Total.....	130	16,751

AND CHAMBLY CANALS.

1	250 to — tons.....	.....	.....	1	250 to — tons.....	.....	.....
2	200 " 249 " .....	.....	.....	2	200 " 249 " .....	.....	.....
3	150 " 199 " .....	.....	.....	3	150 " 199 "	3	450
4	100 " 149 " .....	.....	.....	4	100 " 149 "	171	18,235
5	50 " 99 "	1	60	5	50 " 99 "	423	39,600
6	Under 50 "	32	340	6	Under 50 "	12	39
	Total.....	33	400		Total.....	609	58,324

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.)

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock.	Rideau Canal, each way	Ottawa Canals, and St. Ann's Lock, each way.	Ottawa to St. Johns, each way.	Murray Canal, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 1.</i>									
Vessel, steam..... per ton	0 11 ¹ / ₂	0 01 ¹ / ₂	0 02 ¹ / ₄	0 00 ³ / ₄	0 00 ³ / ₄	0 01 ¹ / ₄	0 00 ³ / ₄	0 01 ¹ / ₂	0 01 ¹ / ₂
" sail and other.....	0 02 ¹ / ₄	0 02 ¹ / ₄	0 03 ³ / ₄	0 01 ¹ / ₂	0 01 ¹ / ₂	0 02 ¹ / ₄	0 01	0 02 ³ / ₄	0 3 ³ / ₈
<i>Class No. 2.</i>									
Passengers, 21 years of age and upwards...	0 10	0 10	0 20	0 10	0 05	0 08	0 02 ¹ / ₄	0 09 ³ / ₄	0 11 ¹ / ₄
" under 21 years each.....	0 05	0 05	0 10	0 05	0 02	0 04	0 01 ¹ / ₄	0 04 ³ / ₄	0 05 ¹ / ₂
<i>Class No. 3.</i>									
Bricks, cement and water-lime.....	15	0 20	0 20	0 15	0 10	0 07	0 06	0 19 ³ / ₄	0 1 ¹ / ₂
Clay, lime and sand.....									
Brimstone.....									
Corn.....									
Flour.....									
Iron, railway.....									
" pig.....									
" all other, including steel (O.C., Feb. 1, 1888).....									
Plaster, gypsum.....									
Salt.....									
Salt meats or fish, in barrels or otherwise...	0 15	20	0 20	0 20	0 10	0 26	0 14	0 29	0 2 ¹ / ₂
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 2 ¹ / ₂

SESSIONAL PAPER No. 20a

REVENUE TARIFF OF TOLLS

OF THE DOMINION OF CANADA, 1902.—(1906—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 Chargeable at Peterborough and Hastings.
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.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{4}$ 0 01	0 00 $\frac{3}{8}$ 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	03	0 12	0 03

RATES OF TOLLS

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY CANALS

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.

	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. Johns, each way.	Murray Canal, each way.
<i>Class No. 5.</i>									
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{1}{4}$	0 01 $\frac{1}{4}$
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03 $\frac{1}{4}$	0 00 $\frac{1}{4}$
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03 $\frac{1}{4}$	0 00 $\frac{1}{4}$
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05	0 17 $\frac{1}{4}$
Firewood, per cord, in vessels	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23	0 02 $\frac{1}{4}$
" " rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30 $\frac{1}{4}$	0 03 $\frac{1}{4}$
Hoops	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30	0 02 $\frac{1}{4}$
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 $\frac{1}{4}$	0 00 $\frac{1}{4}$
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 $\frac{1}{4}$	0 01 $\frac{1}{4}$
Railway ties, in vessels, each	0 01	0 01	0 01	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01 $\frac{1}{4}$	0 0 $\frac{1}{4}$
" " rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02 $\frac{1}{4}$	0 00 $\frac{1}{4}$
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 $\frac{1}{4}$	0 06 $\frac{3}{4}$	0 20	0 01 $\frac{1}{4}$
Sawed stuff, boards, plank, scantling and sawed timber, per M feet, board measure, in rafts	0 60	0 60	0 60	0 30	0 20	0 19	0 09	0 36 $\frac{1}{2}$	0 03 $\frac{3}{4}$
Square timber, per M cubic feet, in vessels	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69	0 12 $\frac{1}{2}$
" " rafts	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13	0 25
Wagon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet	0 40	0 40	0 40	0 40	0 25	0 30	0 20	0 55	0 05
Shingles, per M	0 06	0 06	0 06	0 06	0 04	0 04 $\frac{1}{2}$	0 02 $\frac{1}{2}$	0 08	0 00 $\frac{3}{4}$
Split posts and fence rails, per M, in vessels	0 40	0 40	0 40	0 40	0 20	0 23	0 12	0 42	0 05
" " rafts	0 80	0 80	0 80	0 80	0 40	0 38	0 17	0 77	0 10
Saw-logs, each, standard log	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13	0 01
Staves and headings, barrel, per M	0 08	0 08	0 08	0 04	0 15	0 15	0 10	0 30	0 02 $\frac{1}{4}$
" " pipe, per M	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75	0 12 $\frac{1}{2}$
" " West India, per M	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65	0 07 $\frac{1}{2}$
" " salt barrel, sawn or cut, per M	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06	0 00 $\frac{1}{2}$
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67 $\frac{1}{2}$	0 06 $\frac{1}{4}$
Hop poles, per 1,000 pieces	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65	0 25
<i>Special Class.</i>									
Gypsum, crude (per O.C., Oct. 28, 1892)	0 15	0 05	0 05	0 05	Westward	0 10	0 08	0 05	0 17 $\frac{3}{4}$
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17 $\frac{3}{4}$	0 01 $\frac{1}{4}$
Stone, unwrought, corded, and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37 $\frac{1}{2}$	0 28	0 24	0 77 $\frac{1}{2}$	0 07 $\frac{1}{2}$
Kryolite, iron ore or chemical ore	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 11	0 05

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ON THE CANALS—Continued.

TRENT VALLEY CANALS.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Peterborough to Hastings, each way.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls 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 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 1/2
2. From Chippawa cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....	1 1/2
3. From Dunnville to Port Colborne.....	1 1/2
4. From Thorold to St. Catharines or Port Dalhousie.....	1 1/2
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.	1 1/2
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	1 1/2
7. From Port Robinson to Allanburg or Thorold.....	1 1/2
8. From Port Robinson to St. Catharines or Port Dalhousie.....	1 1/2
9. From St. Catharines to Port Dalhousie.....	1 1/2
10. From Dunnville to Maitland.....	1 1/2
11. From Port Robinson through the lock and Chippawa cut.....	1 1/2
12. From Port Colborne to Port Maitland.....	1 1/2
13. From Chippawa cut through lock to Port Robinson.....	1 1/2
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....	1 1/2
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....	1 1/2
16. Through the Chippawa cut only.....	1 1/2
17. Through the Port Robinson lock only.....	1 1/2

St. Lawrence Canals.

Sec. 15. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois or Soulanges and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Chambly Canal.

	Rate.
Sec. 16. Vessels and property passing from Sorel to Chambly, to pay.....	3¢
Vessels and property passing from Chambly to St. Johns, to pay.....	3¢

Ottawa Canals.

Sec. 17. The navigation is divided into three sections, viz., Grenville, Carillon and Ste. Anne's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Rideau Canal.

Sec. 18. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, secs. 77, 78, 79, 80 and 81. —

Tay canal to be part of the Rideau canal and the following rates of tolls to be levied upon the said Tay branch of the Rideau canal system, viz. :—

- Perth to Smith's Falls, 1 section, or one-third of Rideau canal rates, each way.
- Perth to Kingston, 2 sections, or two-thirds Rideau canal rates, each way.
- Perth to Ottawa basin, 2 sections, or two-thirds Rideau canal rates, each way.
- Perth to River Ottawa, 3 sections, full Rideau canal rates, each way. O.C. Sept. 27, 1890.

General.

Sec. 19. (a.) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b.) The passing of saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 82.

Sec. 20.—STANDARD FOR ESTIMATING WEIGHTS, FOR CANAL TOLLS.

—	Tons.	—	Tons.
2,000 lbs. avoirdupois.	1	Sheep, 20	1
Per M. is per thousand feet	1	Stone, 12 cubic feet	1
Per mile is per thousand pieces.	1	Stone, 1 cord	7½
Green fruit, 9 barrels are.	1	Whisky, 4 barrels or 215 gallons.	1
Ashes, 3 barrels are	1	Empty barrels, 10.	1
Bark, 4 cords.	1	Barrel hoops, 10 mille.	1
Beef, 7 barrels.	1	Board and other sawed lumber, 600 feet board measure.	1
Biscuit and crackers, 9 barrels.	1	Boat knees, 4.	1
Bricks, common, 1,000.	2	Firewood, 1 cord	3
Butter, 22 kegs or 7 barrels.	1	Hop poles, 60 or 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.	2½
Gypsum and manganese, 6 barrels.	1	" " salt barrel, 1 mille.	0½
Horses, 2	1	Saw-logs, standard, 1	0½
Lard and tallow, 7 barrels or 22 kegs.	1	Square timber, 50 cubic feet	1
Liquors and spirits, 215 gallons.	1	Telegraph poles, 10, or 40 cubic feet.	1
Liquids, all others, 215 gallons.	1	Masts and spars, 40 cubic feet	1
Nuts, 9 barrels.	1	Railroad ties, 16, or 50 cubic feet.	1
Oysters, 6 barrels.	1	All other woodenware, or partly manufac- tured wood, 40 cubic feet as per tariff.	1
Pork, 7 barrels.	1	Traverses, 40 cubic feet, or 5 pieces.	1
Refined oil in bulk, 250 gals., O. C., July 24, '00.	1	Floats, 50 lineal feet	1
Salt, 7 barrels.	1		
Seeds, 9 barrels.	1		

NOTE.—By the Weights and Measures Act, chapter 104 of the Revised Statutes of Canada, section 14, all the following named articles are to be estimated by the cental of 100 lbs.

The weight equivalent to a bushel being as follows:—Wheat, 60 lbs.; Indian corn, 56 lbs.; rye, 56 lbs.; pease, 60 lbs.; barley, 48 lbs.; oats, 34 lbs.; beans, 60 lbs.; clover seed, 60 lbs.; timothy seed, 48 lbs.; buckwheat, 48 lbs.; flaxseed, 50 lbs.; blue grass seed, 14 lbs.; hemp seed, 44 lbs.; malt, 36 lbs.; castor beans, 40 lbs.; potatoes, turnips, carrots, parsnips, beets and onions, 60 lbs.; bituminous coal, 70 lbs.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 21. The following tolls shall be levied upon property stored at the sheds at the Lachine Canal basin:—

	Cents.
Wheat and other grain, per week, per bushel.	1
Meal " per barrel	4
Pork, beef, butter and lard " "	5
Muscovado sugar " per hhd., 10 cents; per brl.	5
Liquors " (per pipe, 15 cents; per pun.	12
" " (per hhd., 10 cents; per qr. cask.	7
Iron, bars " per ton.	24
Iron, pig " "	12
Salt, except at the St. Gabriel sheds " per 100 minots.	36
Salt at the St. Gabriel sheds, Montreal, after the first 48 hours " per bag.	½
Bales, crates, cases, &c. " per ton weight or measurement.	24
Coals " per chaldron.	12

Sec. 22. (a.) No charge shall be made for property stored in the sheds of the Lachine Canal basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b.) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c.) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d.) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

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(e.) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

f.) All dues for storage shall be paid before the removal of the property. O. C. August 21, 1846, October 28, 1846. Con. O. C. Oct. 26, 1889, secs. 90 and 91.

Flour.

Sec. 23. (a.) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b.) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of the exemption.

(c.) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d.) Any part of a day shall be considered as one day. O. C. May 31, 1856. Con. O. C. Oct. 26, 1889, sec. 92.

WHARFAGE DUES ON COAL FOR LOCAL CONSUMPTION IN MONTREAL.

Sec. 24. Coal for local consumption in Montreal, landed on canal property between Montreal harbour and 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 flatted, of all kinds, under 12 x 12, per M lineal feet	20	15	30
Planks and boards to include all kinds of sawed lumber in rafts, per M feet, board measure.	3	2	3
Saw logs, 12 feet long, if longer in same proportion per log	1	$\frac{1}{2}$	2
Floats, per 100	10	5	10
Traverses, per 100	10	5	10
Fence posts and rails, per M	10	5	10
Staves, barrel, per M	8	4	8
" pipe "	8	4	8
" West India, per M	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on 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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CHARGES ON VESSELS WINTERING IN LACHINE AND WELLAND CANALS.

Sec. 32. The following rates per ton shall be charged for wintering vessels in the Lachine canal, viz. :—For each boat, barge, scow or other vessel of ten tons measurement or under, seventy cents per vessel for the entire winter, and every ten tons above the first ten, an additional rate of eight cents, O.C. Aug. 22, 1879. Con. O.C. Oct. 26, 1889, sec. 97.

Sec. 32 (a.) The above rates shall also apply to the Welland Canal. (O.C. June 8th, 1901.)

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 33. The winterage dues for vessels wintering in the canal basin, at Ottawa or other points along the line of the Rideau canal, shall be as follows :—

In canal basin, Ottawa, steamers per season.....	\$ 8 00
" " barges " 	4 00
Inside locks " steamers " 	50 00
" " other stations " 	15 00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire. O.C. March 19, 1887. Con. O.C. Oct. 26, 1889, sec. 105.

CHARGES FOR WINTERING VESSELS IN THE OTTAWA RIVER CANALS AND LOCKS.

Sec. 34. The charge for vessels wintering on the Ottawa river canals and locks, and the same is hereby prescribed accordingly, namely :

In Carillon canal, steamers per season.....	\$ 8 00
" " barges " 	4 00
Grenville canal, steamers " 	8 00
" " barges " 	4 00
Inside locks, Ste. Anne, Carillon and Grenville canals, steamers per season.....	25 00
" " Culbute canal, per season.....	15 00

Such security against damage by fire to be taken by way of bond as, in the opinion of the Minister of Railways and Canals, may seem desirable. O.C. Oct. 14, 1892.

Sec. 35. No charges to be made for vessels wintering outside the locks of any government canal. O.C. Dec. 12, 1889.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 36. (a.) Persons using the banks of the Lachine canal as a site for the repair of their vessels shall be subject to a charge of four dollars, payable in advance, for each vessel; the period during which such site may be occupied under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing canal regulations.

(b.) In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the canal regulations. O.C. March 5, 1880. Con. O.C. Oct. 26, 1889, sec. 106.

Sec. 37. Rules with respect to the repairing of vessels on the banks of the Lachine canal, the Beauharnois and the Chambly :—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintending engineer.

(b.) For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining one month, a further sum of one dollar being charged for each additional month, or fraction of a month, the vessel may remain.

(c.) In cases, however, where a vessel hauled up for repairs upon the canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary winterage dues), the period covered being from the 1st of November to the 1st of June, inclusive.

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in any manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881. Con. O. C. Oct. 26 1889, sec. 107.

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 said 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 cooerage is of the same weight as salt cooerage.

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His Excellency in virtue of the provisions of chapter 38 of the Revised Statutes of Canada, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that Class 5 of the existing Tariff of tolls for passage through the Canals of the Dominion, established by the Order in Council of the 25th March, 1895, shall be and the same is hereby amended to the effect, and to that effect only, of removing the distinction between ordinary and salt barrel staves and headings, and making the tolls payable for these articles the same, namely, those at present charged on salt barrel staves and headings, on all the canals of the Dominion. (O. C. May 28, 1897.)

SPECIAL RATES ON SAND AND STONE.

Sec. 43. (c.) On the recommendation of the Acting Minister of Railways and Canals, the rate of tolls on sand and stone used in the construction of the bridge being built at Cornwall by the Ottawa and New York Railway was reduced from 15 and 20 cents to $7\frac{1}{2}$ and 10 cents respectively. (O. C. August 27, 1898.)

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.....	26 $\frac{3}{4}$
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie canal.....	1 $\frac{1}{4}$
Lake Superior to Port Arthur.....	266
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 "
} at three locks	14 "
Average width of new canal	150 "

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

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

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

SOULANGES CANAL.

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

The canal extends from Cascade point to Coteau landing, overcoming the Cascade Rapids, Cedar rapids and Coteau rapids.

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

CORNWALL CANAL.

Length of canal.....	11 statute miles.
Number of locks.....	6
Dimensions of locks.....	270 feet by 45 feet.
Total rise or lockage.....	48 feet.
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	164 "

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

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

The Cornwall canal extends past the Long.Sault rapids from the town of Cornwall to Dickinson's landing.

WILLIAMSBURG CANALS.

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

FARRAN'S POINT CANAL.

Length of canal.....	$1\frac{1}{2}$ 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 "

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	1¼ 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, 11¼ 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.....	$\frac{1}{4}$	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.....	$\frac{2}{2}$
Dimensions of locks.....	200 x 45 feet.
Total rise or lockage.....	16 feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	110 "

This canal overcomes the Carillon rapids.

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

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

GRENVILLE CANAL.

Length of canal.....	$5\frac{3}{4}$ miles.
Number of locks.....	5
Dimensions of locks.....	200 x 45 feet.
Total rise or lockage.....	$43\frac{3}{4}$ feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	40 to 50 feet.
Breadth of canal at surface of water.....	50 to 80 feet.

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters.....	$126\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston...	{ 35 ascending. 14 descending.
Total lockage.....	$446\frac{1}{2}$ feet { $282\frac{1}{4}$ rise and 164 fall } at high water.
Dimensions of locks.....	134 x 33 feet.
Depth of water on sills.....	5 feet.
Navigation depth through the several reaches.....	$4\frac{1}{2}$ feet.
Breadth of canal reaches at bottom.....	{ 60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water.....	80 feet in earth.

PERTH BRANCH.

Length of canal.....	6 miles.
Number of locks.....	2
Dimensions of locks.....	134 feet x 32 feet.
Total rise or lockage.....	26 "
Depth of water on sills.....	5 " 6 inches.
Length of dam.....	200 "
Breadth of canal at bottom.....	40 "
Breadth of canal at surface of water.....	{ 40 " in rock. 60 " in clay.