

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1908, TO MARCH 31, 1909

*Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906,
Chapter 35, Section 33*

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EXCELLENT MAJESTY

1909

[No. 20—1910.]

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 Pcerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1908, to March 31, 1909.

GEO. P. GRAHAM,

Minister of Railways and Canals.

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REPORT OF THE DEPUTY MINISTER AND CHIEF ENGINEER.

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 twelve months ended March 31, 1909.

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.

During the twelve months of the past fiscal year the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by parliament, of railway enterprises in various parts of Canada other than the government roads. aggregate as follows:—

The total railway expenditure amounted to \$41,569,184.26; of which \$29,414,227.34 was charged to capital, \$2,390,370.41 to income, and \$9,764,586.51 to revenue.

The railway expenditure on capital included \$24,892,422.68 for the eastern division (from Moncton to Winnipeg) of the National Transcontinental Railway, which is being built by a Board of Commissioners; also \$92,427.83 for surveys for a railway to Hudson bay.

The railway expenditure on income included the sum of \$1,785,887.39 paid as subsidies to railways other than the government roads, \$136,969.17 for the Board of Railway Commissioners for Canada, a total of \$355,279.07 to pay the shareholders of the Quebec Bridge Company, which work was taken over by the government, \$31,765.44 for the Bridge Commissioners, and \$35,822.61 for preparing plans for the reconstruction of the bridge.

The expenditure on the Intercolonial Railway was \$13,195,253.71, namely, on capital account, \$3,867,232.16, and on revenue account, \$9,328,021.55. On the maintenance of the Windsor branch the sum of \$36,234.55 was expended on revenue account.

The expenditure on the Prince Edward Island Railway aggregated \$961,537.31, of which \$561,206.90 was charged to capital, and \$400,330.41 to revenue.

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The expenditure on canals aggregated \$3,617,531.73; of which \$1,873,868.45 was on capital account, \$728,124.27 on income, \$560,906 for staff, and \$454,633.01 on repairs, the last two items being charged to revenue.

Adding to the above a further sum of \$20,912.04 for miscellaneous expenditures common to both branches, the total expenditure on railways and canals for the year amounts to \$45,207,628.03.

The total revenue received from the government railway and canal works was \$9,093,921.68, of which the canals produced \$199,501.26;* the amount received from hydraulic rents being \$183,603.97. The railways produced \$8,894,420.42.

The total government expenditure on railways prior to and since confederation (July 1, 1867), up to March 31, 1909, amounts, on capital account, to \$215,148,689.38, which includes the sum of \$25,000,000 granted to the Canadian Pacific Railway Company for its main line. In addition, there has been expended from the consolidated fund a total of \$191,176,638.48, which includes \$39,402,019.23, paid as subsidies to railways in addition to the above for the Canadian Pacific, making a total expenditure of \$406,325,327.86.†

Of this amount the sum of \$13,881,460.65 was expended, prior to confederation, on the construction of portions of what is now the Intercolonial Railway system.

The government expenditure on canals prior to and since July 1, 1867, to the close of the fiscal year, March 31, 1909, amounts, on capital account, to \$95,331,742.73, of which \$20,593,866.13 was expended prior to confederation, and from the consolidated fund to \$27,738,116.67, making a total of \$123,069,859.40.

The total expenditure on railways and canals, up to March 31, 1909, is, as above, \$529,395,187.26, adding to which, for general expenditures embracing both, the further sum of \$805,651.53, the grand total expenditure amounts to \$530,200,838.79.

Details indicating the general classes and directions of the above expenditures will be found in the statements furnished by the accountant of the department, and printed in the appendices to this report, Part I.

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 IV., 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 twelve months ended March 31, 1909, amounted to \$8,894,420.42; the working expenses amounted to \$9,764,586.51, showing a deficit of \$870,166.09.

* Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

† 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 Victoria, Ch. 8 (1884), nor 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 1893-4, page 10, and 1906, page 79.)

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The Interecolonial Railway working expenses amounted to \$9,328,021.55; its earnings amounted to \$8,527,069.46; a deficit of \$800,952.09.

The Windsor Branch maintenance expenditure amounted to \$36,234.55; the government earnings amounted to \$56,031.33, leaving a profit of \$19,796.78.

The Prince Edward Island Railway working expenses amounted to \$400,330.41; its earnings amounted to \$311,319.63, the deficit being \$89,010.78.

INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Interecolonial 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 Loggierville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1.33 mile, was surrendered to the government.

The total mileage in operation during the past year remained the same as in the preceding year. A re-measurement of the railway was, however, carried out during the year, with the result that the length was found to be 1,447.13 miles instead of 1,448.62 miles, and the revised figure has been used in the present official reports. 17.67 miles are double-tracked. This is irrespective of spur lines and sidings and tracks in yards, the aggregate length of which was 364.04 miles.

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 IV., and very full details are there supplied, which will be of interest.

CAPITAL ACCOUNT.

During the past twelve months of the fiscal year ended on March 31, 1909, there has been an addition to the capital account of \$3,867,232.16, making the total capital expenditure 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, \$90,994,664.06.

The principal items charged to capital were as follows (omitting cents): for rolling stock, \$1,353,646; for locomotive and car shops, with equipment, \$569,994; new machinery for shops, \$154,497; double-tracking parts of line, \$199,775; strengthening bridges, \$131,534; increased accommodation and improvements: at Halifax, \$499,973; at Amherst, \$27,211; at Chaudière Junction, \$40,078; at Mulgrave, \$28,490; at New-

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castle, \$37,721; at Rivière-du-Loup, \$112,246; at Sackville, \$26,985; at Ste. Rosalie, \$34,072; at St. John, \$99,324; at Truro, \$104,947; for increased accommodation and facilities generally, \$176,955; for putting the railway from Indianatown to Blackville in condition for operation, \$79,996. The expenditure also included the fitting of automatic quick action air brakes and side ladders to a further number of freight cars.

REVENUE ACCOUNT.

In the new account system, adopted in November, 1906, expenditures on revenue account are grouped under five main heads, each of which is subdivided into a number of sub-heads.

The main heads and the expenditures under them for the twelve months of the fiscal year ended March 31, 1909, are as follows: Maintenance of way and structures, (26 sub-heads), \$1,750,931.83, against which is a credit of \$9,535.10 for maintaining joint tracks, yards, &c., leaving the net amount \$1,771,396.73; maintenance of equipment (13 sub-heads), \$2,096,491.97; traffic expenses (5 sub-heads), \$186,749.69; transportation expenses, (39 sub-heads), \$5,115,842.25; against which is credited the sum of \$69,755.93, for operating joint yards and terminals, making the net cost \$5,046,086.32; general expenses (8 sub-heads), \$227,296.84.

The aggregate expenditure under these five headings was \$9,328,021.55.

The gross earnings of the year amounted to \$8,527,069.46, leaving a deficit of \$800,952.09.

The passenger earnings amounted to \$2,628,218.57, or 30.82 per cent of the gross earnings; the freight earnings were \$5,502,550.53, or 64.53 per cent; the mail and express earnings were \$350,478.58, or 4.1 per cent, and miscellaneous items amounted to \$45,821.73, or one-half of one per cent.

The gross earnings per mile of railway, (1,447.13 miles) were \$5,892.40; per engine mile, 92.60 cents; per train mile, \$1.24, and per car mile, 9.13 cents.

The total engine mileage was 9,208,327 miles; the total train mileage, 6,865,204 miles, and the total car mileage, 93,374,119 miles.

The expenses per mile of railway were as follows: Maintenance of way and structures, \$1,224.08; maintenance of equipment, \$1,448.72; traffic expenses, \$129.06; transportation expenses, \$3,486.96, and general expenses, \$157.07; total \$6,445.89.

The expenses per train mile were as follows: Maintenance of way and structures 25.80 cents; maintenance of equipment, 30.54 cents; traffic expenses, 2.72 cents; transportation expenses, 73.50 cents, and general expenses 3.31 cents; total, \$1.3587.

The ratio of expenses to the gross earnings was as follows: Maintenance of way and structures, 20.77 per cent; maintenance of equipment, 24.58 per cent; traffic expenses, 2.19 per cent; transportation expenses, 59.18 per cent, and general expenses, 2.67 per cent.

The items of cost of 'maintenance of way and structures' include (omitting cents): ties, \$316,449; rails, \$77,892; other track material, \$120,264; roadway and track, \$577,405; removal of snow, sand and ice, \$134,434; bridges, trestles and culverts, \$53,484; grade crossings, fences, cattleguards and signs, \$62,396; buildings, fixtures and grounds, \$180,557.

The items of 'maintenance of equipment' include (omitting cents), repairs and

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renewals of locomotives, \$897,582; of passenger cars, \$340,492; and of freight cars, \$702,065; shop machinery and tools, \$43,188.

The items of expenditure under the heading 'traffic expenses,' include (omitting cents), for outside agencies, \$59,340; and for advertising, \$49,009.

The items of 'transportation expenses' include (omitting cents), despatching trains, \$158,437; station employees, \$649,156; yard conductors and brakemen, \$128,853; station supplies and expenses, \$100,817; yard enginemen, \$113,637; fuel for yard locomotives, \$176,915; operating joint yards and terminals, \$101,843; road enginemen, \$491,628; engine house expenses, \$252,947; fuel for road locomotives, \$1,547,331; road trainmen, \$647,722; train supplies and expenses, \$192,592; and operating floating equipment, \$49,905.

The items of 'general expenses' included (omitting cents); contribution to provident fund, \$71,122, and law expenses, \$10,365.

Compared with the 12 months ended on March 31, 1908, the corresponding period ended on March 31, 1909, resulted in a decrease in gross earnings of \$646,489.34. The passenger traffic showed a decrease of \$83,198.41; the freight traffic a decrease of \$551,942.87, and there was a decrease of \$11,348.06 in the receipts for mails and express. There was a decrease of \$440.22 per mile of railway, and of 1 cent per train mile.

A comparison of working expenses for the same period shows an increase of \$170,586.02, or, per mile of railway, an increase of \$124.41; per engine mile, an increase of 8.44 cents, and per train mile, an increase of 10 cents.

The following was the total equipment of the railway on March 31, 1909: Total locomotives, 414; total cars of all kinds, 13,132; comprising sleeping cars, first-class, 41; second-class, 50; parlour cars, 9; dining cars, 9; passenger cars, first-class, 138; second-class, 99; postal and smoking cars, 34; express and baggage cars, 65; air-brake and instruction car, 1; steam motor cars, 4; box cars, 7,096; refrigerator cars, 144; platform cars, 3,075; pulp wood cars, 50; oil tank cars, 40; hopper cars, 1,199; gondola coal cars, 17; coal cars, (20-ton capacity), 471; stock cars, 148; auxiliary tool cars, 23; convertible dump cars, 200; steel side dump cars, 100; vans, 119. In addition, there were 53 common snow ploughs, 20 wing-ploughs, 2 rotary steam ploughs, 2 double-track ploughs, 1 double end plough, 25 flangers; making a total of 103 ploughs and flangers, 12 steam cranes and 2 ballast plough cars.

It has to be observed that of the total equipment above set out, 5 locomotives and 329 cars of various kinds were listed as to be replaced at the close of the year.

Two locomotives were condemned during the year; 136 cars of various kinds were condemned and 74 replaced, and 83 were destroyed by fire.

On capital account the following items of rolling stock were purchased: 22 locomotives, consolidation type; 4 locomotives, Pacific type; 3 switching; 10 second-class sleepers; 4 express and baggage cars, 24 box cars, 80,000 pounds capacity; 448 box cars, 60,000 pounds capacity; 4 refrigerator cars, 60,000 pounds capacity; 100 steel side dump cars of 100,000 pounds capacity; 4 steam cranes.

On revenue account, the following items of rolling stock were purchased: 1 express and baggage car; 2 refrigerator cars, 60,000 pounds capacity, replacing cars of smaller capacity; 38 hopper cars, 30,000 pounds capacity, replacing smaller capacity cars.

The work at Moncton included general repairs to 100 locomotives, heavy repairs

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to 19 and light repairs to 21 locomotives; 3 new cars were built, 33 rebuilt, 315 received heavy repairs and 9,076 received light repairs.

At Richmond, 12 locomotives received heavy repairs, 1 medium and 135 specific; in addition, extensive repairs were made to a large number of freight and passenger cars.

At Rivière du Loup, 14 locomotives received general repairs, 8 medium and 42 specific repairs; in addition, light repairs were made to a large number of freight and passenger cars.

The report of the Superintendent of Motive Power, which will be found in the appendices, gives full information as to the details of the work done in these shops.

The value of the stores on hand on March 31, 1909, was \$1,599,094.59; including fuel and roadway bridge material, of which the value was \$610,276.97.

GENERAL NOTES *re* INTERCOLONIAL RAILWAY.

The number of passengers carried was 2,907,237, an increase, compared with the previous year, of 117,866, of which increase 62,331 were local and 55,535 through passengers.

Of freight, 3,573,972 tons were carried, a decrease of 560,092 tons; local traffic having been decreased by 484,981 tons, and through traffic by 75,111 tons.

The following shows the principal items comprised in the freight traffic:

The railway carried:

Of agricultural products, 367,503 tons, including 103,896 tons of grain and 146,692 tons of flour; of animals, poultry and fish and their products, 71,556 tons, including 17,342 tons of dressed meats and 26,428 tons of fish; of products of mines, 1,289,332 tons, including 1,115,937 tons of coal and coke; and 159,300 tons of stone, sand, &c.; of products of the forest, 879,045 tons, including 352,888 tons of lumber and 167,129 tons of pulp wood; of manufactured goods, 630,165 tons, including 101,340 tons of rails, 98,834 tons of pig and bloom iron, and 115,590 tons of steel billets, 26,466 tons of petroleum and oils, and 46,300 tons of sugar; 327,369 tons of miscellaneous goods were carried.

The following comparative statistics dealing with traffic will be of interest:—

In 1907-8 the average tons of freight carried per train, producing revenue, was 228.34, and the number of passengers 52.82; in 1908-9 the average freight tonnage was 229.95, and passengers 51.61.

In 1907-8 the average tons per loaded car, producing revenue, was 16.82, and the number of passengers 9.10; in 1908-9 the number of tons was 16.66, and of passengers 8.81.

The number of tons per train, all freight, in 1907-8, was 238.04, and in 1908-9, 235.46.

The number of tons per car, all freight, in 1907-8 was 17.54, and in 1908-9, 17.07.

The average distance each ton of freight was carried, in 1907-8 was 252.84 miles, and in 1908-9, the distance was 267.59 miles. The average distances passengers were carried in those years were 52.21 miles, and 48.04 miles respectively.

The average number of loaded cars per train in 1907-8, was 13.57 cars of freight

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and 5.50 cars of passengers; in 1908-9 the number of freight cars per train was 13.80, and of passengers, 5.86.

The average number of empty cars per train in 1907-8 was 3.16, and in 1908-9, 3.93.

In 1907-8, the average of train miles per mile of road was, for freight, 3160.06, and for passengers, 1903.38; in 1908-9, these figures were, respectively, 2873.96, and 1870.06.

In 1907-8 the average per mile of road of revenue producing freight carried one mile was 721,575.27 tons, and passengers, 100,535.40; in 1908-9, the figures were, freight, 660,857.05 tons, and passengers, 96,519.39.

The number of tons all-freight per mile of road, carried one mile in 1907-8 was 752,232.58, and in 1908-9, 676,705.26.

The train mileage in 1907-8 was: passenger, 2,757,269 miles, freight, 4,577,731 miles; in 1908-9: passenger, 2,706,214 miles; freight, 4,158,990 miles.

The loaded car mileage in 1907-8 was 62,137,781 miles, and in 1908-9, 57,381,108 miles.

The empty car mileage in 1907-8 was 14,486,963 miles, and in 1908-9, 16,356,184 miles.

The caboose car mileage in 1907-8 was 4,211,619 miles, and in 1908-9, 3,776,649 miles.

The steam motor car mileage (passenger) was 21,997 miles in 1908-9.

The total car mileage in 1907-8 was: passenger, 16,003,590 miles, and freight, 80,836,461 miles; in 1908-9, the figures were: passengers, 15,860,178, and freight 77,513,941.

The total freight moved in 1907-8 was 4,359,571 tons; of this quantity, 4,134,071 tons were revenue-producing. In 1908-9, the total freight moved was 3,751,724 tons, of which 3,573,942 tons were revenue-producing.

Repairs to passenger cars cost, per car, in 1907-8, \$718.09, or per car mile, .0194 of a cent, and in 1908-9, \$630.51, or, per car mile, .0172 of a cent.

Repairs to freight cars cost, per car, in 1907-8, \$53.83, or, per car mile, .0073 of a cent, and in 1908-9, \$47.86, or, per car mile, .0078 of a cent.

Repairs to locomotives cost, per locomotive, in 1907-8, \$2,116.75, or, per locomotive mile, .0794 of a cent, and in 1908-9, \$1,884.53, or, per locomotive mile, .0828 of a cent.

Details of works executed, of freight movement, of rolling stock, together with various financial and other statements, will be found in the appendices to this report.

The extensive works at Moncton in the way of reconstruction of the railway shops, necessitated by the disastrous fire in February 24, 1906, have made good progress, several of the shops being now completed. A quantity of up-to-date machinery has been installed.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction, on the Inter-colonial 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

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them, the government taking the remaining one-third, and assuming all cost 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 Intercolonial Railway.

The gross government receipts for the twelve months of the fiscal year ended on March 31, 1909, amounted to \$56,031.33. The expenses of maintenance aggregated \$36,234.55, leaving a net profit of \$19,796.78.

PRINCE EDWARD ISLAND RAILWAY.

The mileage of the railway for the twelve months of the fiscal year ended on March 31, 1909, remained the same as in the previous year, namely, 267.5 miles.

There was an addition to the capital account expenditure during the year of \$561,206.90, making the total capital expenditure on the railway up to March 31, 1909, \$8,258,967.94. The main items of the increase were the provision of further accommodation at Charlottetown, on which \$227,661.81 was expended; arbitrators' award in connection with the contract for Hillsborough bridge, \$164,633.33; wharf extension at Souris, \$41,480.83. New machinery was purchased for the new railway shops at Charlottetown, to the value of \$19,893.79, and rolling stock (42 box cars) to the value of \$34,622.32, was built at the Charlottetown shops.

REVENUE ACCOUNT.

The gross earnings of the year amounted to \$311,319.63, and the working expenses to \$400,330.41, making an excess of expenditure over earnings of \$89,010.78.

The expenditure on revenue account (working expenses) is classified in the same way as that of the Intercolonial, namely, under five heads, with their several sub-heads. It comprised: 'Maintenance of way and structures,' \$114,473.32, which included, for repairs to roadway, \$64,667.04, and repairs to buildings and fixtures, \$8,487.78; 'Maintenance of equipment,' \$62,250.46, included in which was a total of \$23,946.86 for repairs of locomotives, and \$16,666.87 for repairs and renewals of passenger cars; 'Traffic expenses,' \$1,314.58; 'Transportation expenses,' \$209,997.20; 'General expenses,' \$12,294.85, which includes the salaries of the general officers, clerks and attendants.

The number of passengers carried was 332,758, producing \$136,534.04. Of freight, 106,090 tons were carried, producing \$149,150.61. The earnings from mails and sundries amounted to \$25,634.98. The total earnings showed an increase of \$6,739.80 over the previous year.

The freight included agricultural products, 27,034 tons; animals, poultry, fish and products, 11,313 tons; products of mines, 13,520 tons; forest products (lumber), 13,219 tons; manufactures, 7,038 tons; miscellaneous, 33,966 tons.

The engine mileage aggregated 452,534 miles; the train mileage, 334,982 miles, and the car mileage, 2,098,701 miles.

The gross earnings per mile of railway amounted to \$1,165.99; per engine mile, to 68.79 cents; per train mile, to 92.94 cents, and per car mile, to 14.83 cents.

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The working expenses per mile of railway amounted to \$1,499.36, and per train mile to 119.51 cents.

The value of stores on hand on March 31, 1909, was \$77,442.27, including fuel, \$15,144.91.

The total rolling stock equipment of the railway on March 31, 1909, was as follows: Locomotives, 31; passenger cars, first-class, 23; second-class, 12; combined second and baggage cars, 7; postal and smoking, 4; combined postal and baggage, 4; baggage, 6; pay-car, 1; vans, 4; box freight, 313; refrigerator cars, 3; stock cars, 21; coal cars, 22; platform, 147; or a total of 567. In addition, there were 10 snow ploughs and 9 flangers.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Edward 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 (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an order in council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. 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.

It is required to make, annually, a report of its proceedings, which report is laid before parliament. The report for the year ended March 31, 1909, has been received, and will be laid before parliament in due course.

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 undertaken certain obligations in respect 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 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 in the province of Manitoba to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the government under four commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct at their own cost and to main-

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tain 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 government 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 headquarters of the Board are in the city of Ottawa.

The report of the Board for the fiscal period of 12 months ended March 31, 1909, has been prepared, and will be laid before parliament in due course.

The following is a brief summary of some of the more important features of the year's work, and of the position at the close of the year.

On the western division of the railway, in course of construction by the Grand Trunk Pacific Railway Company, the position at the close of the fiscal year, March 31, 1909, is shown by the report, dated April 7, 1909, made by the government chief engineer of that division, Mr. Collingwood Schreiber, C.M.G., to be as follows:—

This division is about 1,752 miles in length, and is composed of two sections. 'The prairie section,' extending westward from the city of Winnipeg, to the east bank of Wolf creek, a distance of 915 miles (Wolf creek being at a point 123 miles west of Edmonton) and the 'Mountain section' extending from Wolf creek to Prince Rupert, the terminus of the railway on the Pacific coast, a distance of about 836 miles.

On the 915 miles of 'Prairie Section,' 861 miles had been graded and bridged, and the track had been laid for a distance of 697 miles. The railway has been operated for public traffic since September 21, 1908, for a distance of 667 miles, namely, from Winnipeg to Wainwright. The road is fenced for a distance of 340 miles. The telegraph line has been erected for a distance of 675 miles, from Winnipeg to Battle River Bridge.

All the steel bridges on this section had been completed by March 31, 1909, with the exception of those over the River Assiniboia at Winnipeg, and those over Eagle river, and the River Pembina, the substructure of the last, which is a structure 820 feet in length and 200 feet high, being nearly finished.

Some of the bridges completed are of big dimensions; that over the south Saskatchewan river being 1,501 feet long and 74 feet high; that over the north Sas-

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katchewan river being 665 feet long, and 136 feet high, while the bridge built over the Battle river is 2,772 feet long and 178 feet in height.

The expenditure on the 'prairie section' up to March 31, 1909, was \$26,913,934.59, including \$1,099,556.66, net interest on bonds; the expenditure on works and materials being \$25,814,377.93. Mr. Schreiber sets down the estimated cost of this section at \$33,007,449.

He makes some observations explanatory of the fact that the cost of construction much exceeds the original estimate, made before the contract was entered into, and draws attention to certain special features, where the cost in 1906-7 had greatly increased over the cost in 1903, including the prices for steel rails (the weight, also, of which had been increased from 65 pounds to 80 pounds to the yard) ties, and timber; also the cost of labour, which even at the higher rate, it has been difficult to obtain.

With regard to the 'mountain section,' Mr. Schreiber states that certain progress has been made during the year on the 100 miles under contract easterly from Prince Rupert, and that a large wharf and a warehouse have been built at that place; the total expenditure on the 'mountain section' being \$3,768,825.90.

The fifth annual report of the Commissioners of the Transcontinental Railway, under whom the eastern division of the road, namely, from Moncton to Winnipeg, about 1,804 miles, is being built, has been prepared, and will be laid before parliament in due course.

This report, which is accompanied with reports from their chief engineer and district engineers, shows the expenditure for the year to have been \$24,892,772.98, making a total up to March 31, 1909, of \$51,950,717.02.

The position at the close of the year, as gathered from these reports, was as follows:—

The entire line, except the entrance into the city of Winnipeg was under contract; also, the construction of the bridge to carry the railway over the Red river at that point. The contract for the locomotive and other shops at a point about 5½ miles east of Winnipeg, was awarded towards the close of the year. 725 miles of grading had been executed, on which the main line track has been laid for a distance of 283.49 miles, with 61.94 miles of sidings, spurs, &c., making a total of 345.43 miles of track laid.

SURVEYS FOR A RAILWAY TO HUDSON BAY.

In view of the interest taken in the question of the feasibility of constructing a line of railway with easy grades and curves to connect with Hudson bay, and the national importance attaching to its determination, it was decided, in the summer of 1908, to send out surveying parties between La Pas Mission on the river Saskatchewan (up to which a railway has been built as part of the Canadian Northern Railway) and the bay. Such parties were, accordingly, organized under Mr. John Armstrong, as chief engineer, and have carried on their work to such good effect that in February last. Mr. Armstrong was enabled to make a progress report, with estimates of cost.

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From this report, which will be found printed in the appendices hereto, it appears that two routes have been found, one to Fort Churchill, and the other having its terminal on the bay at Port Nelson, on the River Nelson. He sets down the length of the Churchill route from the Pas at 465 miles, of which about 320 miles have been surveyed, and the cost at \$11,608,585; the length of the Port Nelson route being 397 miles and the estimated cost \$8,677,350 to which, in both cases, the cost of terminals has to be added. He considers that the probable total cost of either road would be \$17,000,000 or \$18,000,000. This estimate, however, as he explains, is based on incomplete surveys and exploratory reports. The unit prices used in Mr. Armstrong's estimate I consider too low.

He observes that while the Churchill harbour seems to be the best natural harbour on the west coast of the bay, much excavation, probably in rock, would be requisite to obtain the necessary depth for a commercial port. As for the River Churchill itself, he states that it is full of rapids and falls, and not of much use as a transport route, though offering great facilities for the development of power for the electrification of the railway, if desired.

The Port Nelson harbour is described as requiring improvement by dredging a channel for a distance of about ten miles, but this would probably be in easy material.

Comparing the two harbours by the light of information obtained from the records of the Hudson Bay Company kept between the years 1824 and 1894 in respect of Fort Churchill, which was compiled and published by the Geographical Department in 1897, and information in respect of the like records of York Factory (about 20 miles from Port Nelson) kept between 1828 and 1879 published by that department in 1879-80, it appears that the average length of the open season at Fort Churchill is five months, at York Factory, six months, and at Port Nelson, seven months. The harbour at Port Nelson is said never to freeze over, though ice drifts up and down it with the tides. Further surveys, however, are necessary to the determination of the relative value of the two harbours as terminal for a railway.

Mr. Armstrong has directed attention to the possibility of the construction, at some future time, of a canal from the bay up the Nelson river to Lake Winnipeg and, in this connection, furnishes some interesting information.

The Nelson river is described as about 400 miles in length, extending from Lake Winnipeg. It discharges an immense volume of water, deriving the same from the summit of the Rocky mountains through the North and South Saskatchewan rivers, and draining all the waters of the province of Manitoba and an immense area of North Dakota, Minnesota and western Ontario. From Lake Winnipeg where these waters are gathered, to Hudson bay the fall is set down at about 710 feet.

Though not likely to come within the scope of practical consideration for many years, the possibility of the building of such a canal at some future time exists, and it is undoubtedly wise to hold it in view in the selection of a terminal for any Hudson bay railway. The possibility of ships utilizing this grand waterway for the transport of goods and grains from the heart of Manitoba to the great sea at the north and so to the ocean, is an alluring one, and together with other developments of western river waters centering in Lake Winnipeg, may some day, form one of the engineering features of the progress of Canada's inland provinces.

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SUBSIDIZED RAILWAYS.

The memoranda of action taken in connection with Dominion subsidized railways which, in previous annual reports, have formed a somewhat extensive feature of the Deputy Minister's report, are now discontinued; information being conveyed in the statements of the accountant and the law clerk of the department, respectively, which will be found in the appendices hereto. The accountant's statement shows all payments made, year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1909, was \$3,617,531.73, comprising, for works of construction, \$1,873,868.45, charged to capital; \$728,124.27 for maintenance, charged to income, \$560,906 for staff and \$454,633.01 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1908, was \$166,420.61. The rentals accrued during the year amounted to \$171,803.66, making a total of \$338,224.27. Of this amount, there was collected during the year a total of \$183,603.97. The balance remaining due on March 31, 1909, after deducting abatements, was \$148,795.35. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rentals due at the end of each year.

The total net revenue collected amounted to \$199,501.26 the balance being made up from wharfage dues, fines, &c. No tolls are charged on any of the Dominion canals.

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 1908-9, but very voluminous statistics relating to the canal traffic, and various commercial statistics for the season of navigation of the year 1908 will be found in the 'Canal Statistics,' which are issued as a separate report.

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

The total traffic through the several canals of the Dominion for the season of 1908 amounted to 17,502,820 tons, a decrease of 3,040,819 tons compared with the previous year. 280,830 passengers were carried, an increase of 1,631.

The following features of the principal canal traffic during the season of 1908 will be of interest:—

On the Welland canal 1,703,453 tons of freight were moved, an increase of 89,321 tons, of which 867,037 tons were agricultural products, a decrease of 80,266 tons, and 180,022 tons produce of the forest; of coal 316,921 tons were carried; of the total tons carried 1,292,493 passed eastwards, and 410,960 tons westward. 1,695,429 tons were through freight, of which 1,285,229 tons passed eastward.

Of the through freight, Canadian vessels carried 921,321 tons, an increase of 184,481 tons, and United States vessels, 774,108 tons, a decrease of 93,373 tons.

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The total through freight passed eastward and westward through this canal to United States ports was 448,654 tons; an increase of 51,997 tons compared with the year 1907.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 756,141 tons, an increase of 120,568 tons compared with the previous year; no transshipments have been made at Ogdensburg since 1903. The further quantity of 20,233 tons of grain passed down the St. Lawrence canals, only to Montreal, making the total 776,374 tons.

On the St. Lawrence canals 2,009,102 tons of freight were moved, a decrease of 91,364, of which 1,315,682 tons were eastbound through freight, and 257,317 tons westbound through freight; 867,037 tons were agricultural products; 826,177 tons merchandise; 430,004 tons coal, and 180,022 tons forest products.

In 1908, 111 cargoes of corn and wheat, aggregating 343,733 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals, as against 116 cargoes and 168,796 tons in 1907; 84 cargoes aggregating 108,734 tons in 1906; 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.

On the Ottawa river canals the total quantity of freight moved was 258,527 tons, a decrease of 79,323, of which 204,490 tons were produce of the forest.

On the Chambly canal 503,276 tons were moved, a decrease of 122,006, of which 482,025 tons were produce of the forest and 95,511 tons of coal.

On the Rideau canal 89,640 tons were carried, an increase of 7,271; 33,225 tons being produce of the forest, and 13,115 tons of coal.

On the St. Peter's canal 72,015 tons were carried, a decrease of 1,159; 48,330 tons were merchandise and 41,491 tons coal.

On the Murray canal 12,595 tons passed, a decrease of 10,911, and 603 tons of this were the product of the forest.

On the Trent canal 81,690 tons were moved, of which 65,377 tons were the product of the forest.

On the Sault Ste. Marie canal the total movement of freight was 12,759,216 tons being a decrease of 2,828,949 tons, carried in 5,293 passages of vessels, the number of lockages being 3,667. Of wheat, 58,567,143 bushels and of other grain, 20,582,403 bushels were carried; 1,847,157 barrels of flour, 7,385,103 tons of iron ore, 2,390,109 tons of coal, and 33,652,355 feet, board measure, of lumber.*

* The following summary of the total traffic of the American and Canadian canals at the Sault Ste. Marie for the season of 1908 is taken from the statistical report prepared under the direction of Lieut.-Col. C. McD. Townsend, Corps of Engineers, U.S. Army:—

Total freight carried, tons 41,390,557; total tons net register, 31,091,730; total mile-tons, 34,853,548,177; total valuation placed on freight carried, \$470,141,318; total amount paid for freight transportation, \$23,903,244; total number of registered vessels using the canals, 806; total number of passages by unregistered crafts carrying freight, 286; total valuation placed on registered vessels, \$111,697,000; total number of passengers transported, 53,287; average distance freight was carried, 842 miles; average cost per ton for freight transportation, 58 cents; average cost per mile per ton, 0.69 mills; average value per ton of freight carried, \$11.36.

The Canadian canal passed 31 per cent of the total freight, and 57 per cent of the passengers.

Compared with the season of 1907, there was a decrease in traffic of 16,826,657 tons, due mainly to a decrease of 14,944,604 tons in the quantity of iron ore carried.

It has to be observed that the traffic figures do not, in all cases, agree with those of the Canadian canal, a fact which is probably due, to some extent, to certain differences existing between the standards and classifications of the two countries.

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In conjunction with the information contained in the note below, it is interesting to compare the enormous traffic at the Sault Ste. Marie with the traffic through the Suez canal, the other great artificial waterway of the world; the figures for that work are taken from the official returns for the year 1908 (with comparisons for the two previous years) presented to the British house of parliament in June, 1909.

From the document, it appears that during the year 1908, vessels to the number of 3,795 passed through the Suez canal, of a gross tonnage of 19,110,531 tons, and a net tonnage of 13,633,283 tons. The receipts amounted to 108,462,235 francs, equivalent, approximately, to \$20,605,924. The total number of passengers carried was 219,024, of whom 71,719 were troops of various nationalities.

The rate of charge for transit was 7.75 francs per ton.

The maximum draught of vessels permissible was 28 feet.

In connection with the question of canal versus railway transport of grain from the west, it may be noted that whereas grain and pease passed down to Montreal through the Welland and St. Lawrence canals to the extent of 756,141 tons, an increase of 120,568 tons compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk railways amounted to 285,262 tons, a decrease of 98,473 tons.

The quantity of grain carried to tidewater on the New York state canals was 183,927 tons, a decrease of 55,917 tons, while the quantity carried by the railways of the state to tidewater amounted to 7,900,862 tons, a decrease of 678,693.

By means of the enlarged Canadian canal system and the intermediate waterways, a minimum depth of fourteen feet of water from Lake Superior to the head of the ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length and 45 feet in width, intended, for the purpose of ordinary traffic, to accommodate vessels 255 feet long and 44 feet beam.*

The foot note below relating to the Erie canal will be found of interest.**

The through route between Montreal and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 73 miles of canal, with 48 locks, and 1,167 miles of river and lake water, or a total of 1,230 miles. From Montreal to Duluth, at the southwest of Lake Superior, the total distance is 1,354 miles, and to Chicago, 1,286 miles. A summary of this route will be found in Part VII., with details of the several works. At Port Arthur and at Fort William (about six miles apart), the Canadian Pacific Railway gives communication westward and eastward, and the Canadian Northern Railway westward and with the south at Fort William.

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

** The 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 to the above dimensions in 1862. The total cost of construction was \$51,609,200.

There is now under construction an enlarged canal, authority for which was given in 1903. The locks were to be 328 feet long by 28 feet wide in the clear, with 11 feet of water on the mitre sills. The estimated cost was \$100,562,993. It was intended to accommodate barges of 1,000 tons burden. In 1905 the width of the locks was increased to 45 feet, and construction is proceeding on this basis. When completed, it will permit the passage of lake boats carrying 2,600 tons.

Up to the end of May, 1909, work to the value of \$36,544,877 had been put under contract, and work to the value of \$10,474,448 had been executed.

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A line of railway is being built from Fort William 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, the Soulanges and the Lachine canals are electrically operated. Installations for electrical operation of the Welland canal are in progress. The Farran's Point canal is lighted with acetylene gas.

The desirable work of widening the Lachine canal at St. Henri and Côté St. Paul, and of supplying wharf accommodation at those points has been placed under contract.

The dykes, known as the Ste. Barbe and the Hungry Bay dykes, which have been damaged by the high water of Lake St. Francis, have been repaired and certain works of protection are being carried out.

On the Chambly canal, a new and enlarged power house for the electrical lighting of the whole canal is in course of construction. This will take the place of the old power house destroyed by ice in the spring of 1904. At present, about 2 miles, only, at the lower section of the canal, is lighted by electricity. The strengthening wall at Ste. Thérèse, rendered necessary by the break in the canal bank four years ago is now satisfactorily completed.

At St. Ours lock, the electrical lighting of the lock and its approaches was installed, and its operation has been a great advantage to navigation.

On the River Ottawa canals, the break in the Carillon dam, caused by the spring freshets of 1908, has been repaired, and certain repair works to other portions of the dam are in progress.

On the Trent canal, the surveys of alternative routes for the northern portion of the canal, carried on by Mr. E. J. Walsh, C.E., have been completed, together with the estimates of cost, namely, those from Lake Simcoe and Lake Couchiching via the River Nottawasaga, the River Severn and Cold Water, respectively; also general plans and profiles of the route from Kempenfeldt bay, Lake Simcoe, to the Georgian bay, via the River Nottawasaga.

The length of the canal in operation during the year was 160 miles, extending from Lake Simcoe to Healy Falls, a point 16 miles below the village of Hastings; no further extent of canal being ready for operation during the year.

The work of water conservation through the dams on the various tributary streams, acquired from the Ontario government, has been considerable, many of these dams being rebuilt or repaired. Notwithstanding the dryness of the season, which affected the water supply towards its close, no serious detriment to navigation was experienced.

Canal construction works have been carried on during the year. A new lock and dam are being built at Rosedale between Lake Balsam and Lake Cameron, to take the place of the present old wooden lock. A new dam was completed at the lower end of Little Bob river on the Bobcaygeon section, and a new dam and bridge at Buckhorn; a new lock and a dam at Lindsay have been placed under contract. The work on the Holland river division is in progress. It comprises the construction of three locks.

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On the Ontario-Rice Lake division, which extends from Rice Lake to Trenton, Lake Ontario, a distance of 56 miles, five out of the seven sections into which it has been divided are under contract. The fall between the two lakes is 369 feet, to be overcome by the construction of a number of locks and dams, involving heavy work. Details of the work done will be found in the report of the Superintending Engineer in the appendices herewith.

On the River St. Lawrence canals, certain excavation work has been carried on for the improvement of the channel in the river west of the upper entrance of the Galops canal. The north channel in the river above the canal was satisfactorily completed, the bottom being swept, and all obstructions remaining removed.

On June 23, 1908, a very serious break occurred in the south bank of the Cornwall canal at the point where the Ottawa and New York Ry. crosses the canal. About 200 feet of the bank was carried away, and the railway swing bridge was destroyed. Immediate steps were taken by temporary works to restore navigation, and by the cutting of a diversion, the canal was reopened after a stoppage of 17 days. The permanent works of repair were placed under contract, and expeditiously carried on by day and night, in order to ensure completion by the opening of navigation in the season of 1909.

Heavy stone protection has been placed along the outer banks of certain portions of the Williamsburg canals, and this protection work will be extended.

On the Welland canal, the landslides on the summit level have been removed and various improvements have been carried out, to the benefit of navigation; the effect being that the smaller type of vessel can now pass through the canal in nine hours, and the larger vessels, which are nearly the size of the locks, in from 12 to 16 hours.

Two cases of accident through the carrying away of lock gates by passing vessels occurred.

The grain elevator built by the department at the Port Colborne entrance to the canal was sufficiently completed in September, 1908, to admit of its use, and in that month a cargo of grain was unloaded into the elevator.

With a view to providing information in the event of the question coming up as to the enlargement of the Welland canal, surveys are in progress in order to ascertain the most desirable route.

On the Sault Ste. Marie canal, the work of deepening to 21 feet 5 inches at low water stage the upper entrance to the canal, and widening it, has been satisfactorily carried on, both the easterly and westerly sections being now completed, leaving the portion—the middle section—through the Vidal shoal, about two miles above the lock, still unfinished; the north half, which comprised the principal part of the widening to 500 feet, was completed and opened to navigation; the south half is progressing to such effect as to give the expectation that the whole will be completed during the season of 1909.

An extension of 40 feet has been made to the westerly end of the new south side concrete pier.

On several occasions, the south upper entrance pier has been struck by passing vessels, to their serious injury, but without any important damages to the pier.

On the Rideau canal, the spring freshets in 1908, together with the movement of heavy ice, resulted in considerable damage to several of the canal works; which were, however, temporarily repaired, so that navigation was not delayed, and all the damaged

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structures have since been permanently repaired. The greatest damage was caused at Black Rapids, and here, during the past winter, a new and substantial dam has been built below the old one, so designed as to minimize the risk of future damage.

Details of the several works of canal construction and repairs together with information as to the depth of water available will be found in the appendices, Part VI.

GENERAL OBSERVATIONS.

The Act of 1907, chap 23, establishing a fund to be known as 'The Intercolonial and Prince Edward Island Railway Employees' Provident Fund' came into effect on April 1, 1907. 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 $\frac{3}{4}$ of his said average monthly pay. The fund is administered by a board of five persons, the general manager, two others approved by the minister and selected from the chief officers of the railway, and the remaining two elected annually by the contributing employees.

The report of the Board, which will be found in the appendices hereto, shows that on April 1, 1908, there was a credit balance of \$139,249.21; that during the past fiscal year, the contributions of the railway employees amounted to \$75,306.41, and a like contribution by the railway brought the total funds, after deducting, for refunds, \$30.32, up to a total of \$289,892.35. The total expenditure was \$69,221.92, leaving a balance of \$220,670.43. Adding to this the interest allowed on the employees' contributions, \$5,227.88, the total at the credit of the fund on March 31, 1909, was \$225,898.31. The expenditure, in the early years of the operation of the scheme, would naturally be less than the receipts; but this condition cannot be expected to continue indefinitely. However, meantime, a considerable increase of the fund at credit, year by year, will serve as a source from which to meet the larger expenditures to be looked for in the future.

In the course of the past fiscal year 88 employees were retired, and pensioned from the fund, and 11 died; leaving a total of 202 persons in enjoyment of their retiring allowance at the close of the year.

The necessity for the reconstruction of the cantilever bridge over the River St. Lawrence above Quebec, which collapsed suddenly, on August 29, 1907, called for immediate action. It was, however, felt that no steps should be taken until the fullest possible consideration had been given to the various problems arising, including those of the site to be selected—whether that of the partly demolished structure, or some other—the practicability of utilizing, to some extent, the material already provided, the design for the new work, and other important features. It was further felt that the engineers who were to deal with these problems should be men of the highest capacity and experience, and that the designing and execution of the work should be left to their mature and deliberate judgment and supervision.

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Accordingly, under authority of an order in council of August 17, 1908, a special Board of Engineers was constituted, to make full examination into the questions of the site, the existing piers, the material that might be utilized, the specification to be adopted, and generally to undertake the reconstruction of the bridge.

The gentlemen selected for the purpose are the following:—Mr. H. E. Vautelet, consulting engineer, of Montreal, (chairman and chief engineer), Mr. Maurice Fitzmaurice, C.M.G., C.E., chief engineer of the London County Council, England, and Mr. Ralph Mojeski, consulting engineer, of Chicago, all engineers of high professional standing, whose names are guarantees of the most careful and able treatment of the matter, in all its bearings.

They have been provided with accommodation in Montreal, as headquarters, and with a staff of engineers and assistants of their own selection, all men of experience and aptitude.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1908, is prepared by the Departmental Comptroller of Statistics, and is issued as a separate report.

The traffic statistics of the Dominion canals for the season of navigation of 1907 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, sir,

Your obedient servant,

M. J. BUTLER,

Deputy Minister and Chief Engineer of Railways and Canals.

APPENDICES

PART I

STATEMENTS

OF THE

ACCOUNTANT OF THE DEPARTMENT

SHOWING

EXPENDITURE ON RAILWAYS AND ON CANALS

(INCLUDING SUBSIDIZED RAILWAYS)

FOR THE FISCAL YEAR 1908-'09

ALSO

TOTAL EXPENDITURES ON
THESE WORKS

STATEMENT showing the amount expended by the Department of Railways and Canals,
Dominion of Canada, during the Fiscal year ended March 31, 1909.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
CANALS.				
Beauharnois.....		21,758 84		
Carillon...)				
Grenville..)		68,597 35	23,085 54	10,758 01
Chambly.....	13,307 02	35,784 54	28,440 40	24,389 29
Cornwall.....	495 00	151,628 65	75,581 54	42,978 72
Lachine.....	359,041 77	143,526 35	72,049 32	82,081 39
Murray.....	126 45	20,250 61	4,720 09	3,374 82
Rideau.....		19,989 52	44,911 60	53,880 51
Sault Ste. Marie.....	42,109 63	11,453 28	15,231 79	16,462 29
Soulanges.....	17,795 79	12,363 78	32,324 29	34,802 37
Ste. Anne.....		199 67	2,292 19	4,290 57
St. Lawrence.. { North Channel.....	42,770 45			
{ Removal of shoals upper				
{ entrance Galops Canal.....	25,378 21			
St. Ours.....			2,994 78	3,693 19
St. Peter's.....			3,282 22	532 78
Trent.....	1,099,836 38	80,517 65	32,028 57	44,849 83
Welland.....	255,986 16	129,489 99	115,934 78	88,409 53
Williamsburg. { District office.....	5,492 19			
{ Galops.....	6,585 40	3,744 50	22,638 02	23,454 80
Total.....	1,868,834 45	699,304 73	475,515 04	433,958 10
GENERAL ON CANALS.				
Dredge vessels—Lachine.....				8,591 51
" Rideau.....				11,791 70
Miscellaneous.....		1,113 56	1,750 86	291 70
Salaries and contingencies, canal officers.....			33,156 59	
Sunday labour.....			31,789 10	
Surveys and inspections.....		2,243 52		
Quebec Canals.. { Maintenance.....			18,694 41	
{ Remarking boundaries.....		6,993 79		
{ Dredging.....		18,468 67		
{ Steam roller and stone				
{ crusher.....	5,031 00			
Total.....	5,034 00	28,819 54	85,390 96	20,674 91
RAILWAYS.				
Intercolonial.....	3,867,232 16		9,328,021 55	
National Transcontinental.....	24,892,422 68			
Prince Edward Island.....	561,206 90		400,330 41	
Windsor Branch.....			36,234 55	
Canadian Pacific.....	937 77			
Total.....	29,321,799 51		9,764,586 51	

NOTE.—Up to and including the year 1906, the fiscal year ended June 30th, after which it ends March 31st.

6-10 EDWARD VII., A. 1910

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.....		1,340 79		
Railway Subsidies.....		1,785,887 39		
Governor General's car.....		1,345 19		
Railway Commission maintenance.....		97,470 01		
" " Statutory.....		39,499 16		
Subscription to Railway Congress, Brussels.....		97 33		
Surveys and Inspections.....		22,160 26		
Government Director Grand Trunk Pac. Ry.....		2,000 00		
Inspections Grand Trunk Pac. Ry.....		13,536 50		
Hudson Bay Railway Surveys.....	92,427 83			
Quebec Bridge—				
Commission.....		31,765 44		
Preparing plans for reconstruction.....		35,822 61		
To pay stockholders (Quebec Bridge Co'y.....)		355,279 07		
Gratuity to widow of late Judge Killam, Chairman Railway Commission.....		1,666 66		
Total.....	92,427 83	2,390,370 41		
MISCELLANEOUS				
Cost of litigation.....		3,057 61		
Salaries of engineers, draughtsmen, &c.....		16,071 53		
" " extra clerks, &c.....		1,782 90		
Total.....		20,912 04		
RECAPITULATION.				
Total on canals.....	1,868,834 45	699,304 73	475,515 04	433,958 10
" " general.....	5,034 00	28,819 54	85,390 96	20,674 91
Total on canals.....	1,873,868 45	728,124 27	560,906 00	454,633 01
Grand total canals, \$3,617,531.73.				
Total on railways.....	29,321,799 51			
" " general.....	92,427 83	2,390,370 41	9,764,586 51	
Total on railways.....	29,414,227 34	2,390,370 41	9,764,586 51	
Grand total railways, \$41,569,184.26				
Grand totals railways and canals, including miscellaneous, \$20,912.04.....	31,288,095 79	3,139,406 72	10,325,492 51	454,633 01

Total amount of expenditure, \$45,207,628 93.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

SESSIONAL PAPER No. 20

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, 1909.

ST. PETER'S CANAL.

Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
Government expenditure prior to Confederation	156,523 32			
" " " since	1868 21,519 72			
" " " " 1869	79,719 80			
" " " " 1870		46,193 57		
" " " " 1871			225 36	555 78
" " " " 1872			286 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
" " " " 1908			3,371 13	942 64
" " " " 1909			3,282 22	532 78
Less—Refunds in 1897 8.	648,755 64 208 50			
Total	*648,547 14	151,134 50	81,009 13	33,205 11

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

Agreeing with Public Accounts, 1909, page 4..... § 492,023 82

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, July 2, 1909.

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 Expenditure by Dominion Government.....	1870		2,589,532 85			
" ".....	1871				15,834 49	13,302 39
" ".....	1872	36,708 15		12,231 40	17,478 52	15,093 25
" ".....	1873	7,824 28		35,158 21	16,076 93	12,334 69
" ".....	1874	158,618 35			23,601 03	34,300 60
" ".....	1875	197,420 52			25,811 07	22,828 66
" ".....	1876	327,769 39			28,592 01	30,057 34
" ".....	1877	1,439,375 73			33,797 73	29,103 65
" ".....	1878	1,484,619 63			33,148 86	19,824 33
" ".....	1879	958,053 30			39,062 97	13,646 41
" ".....	1880	369,566 74			42,338 84	12,400 78
" ".....	1881	292,165 51			38,950 90	10,223 62
" ".....	1882	252,821 33		2,978 66	39,027 99	19,888 33
" ".....	1883	396,496 96		1,859 68	41,158 90	17,116 46
" ".....	1884	188,266 18			45,554 91	18,199 59
" ".....	1885	111,215 23			48,624 51	19,683 24
" ".....	1886	210,509 42			49,004 85	20,199 78
" ".....	1887	28,772 52		12,981 59	50,969 10	19,199 18
" ".....	1888	19,414 34		7,996 38	53,113 97	22,567 81
" ".....	1889	76,032 96		972 71	52,229 61	19,999 64
" ".....	1890	7,448 03		8,238 46	54,110 67	22,957 71
" ".....	1891	217 53		6,155 75	53,114 34	22,999 38
" ".....	1892	87,852 35		16,155 75	50,721 69	36,292 98
" ".....	1893	445,983 21		27,480 80	52,729 37	67,499 62
" ".....	1894	64,345 14		50,937 40	53,185 00	51,616 79
" ".....	1895	189,944 36		17,152 48	60,174 43	40,939 70
" ".....	1896	184,998 25		32,405 20	56,337 44	25,891 45
" ".....	1897	282,052 48		8,193 15	58,342 96	24,950 20
" ".....	1898	216,717 44		14,664 21	57,533 20	25,820 73
" ".....	1899	162,351 83		819 62	57,282 50	33,391 92
" ".....	1900	125,009 41		3,103 99	55,990 00	35,776 90
" ".....	1901	97,305 52		12,210 88	56,791 45	31,988 81
" ".....	1902	113,328 26		12,072 87	58,364 29	50,005 48
" ".....	1903	58,426 92		36,249 02	59,435 33	45,853 97
" ".....	1904	181,487 06		109,893 43	69,762 03	53,054 20
" ".....	1905	112,460 47		162,705 14	77,233 17	50,660 92
" ".....	1906	103,798 28		144,996 37	86,209 93	65,202 42
" ".....	1907	18,840 85		133,518 77	84,708 78	60,064 84
" ".....	1908	203,307 25		65,872 25	53,308 14	47,465 20
" ".....	1909	359,941 77		92,362 48	74,222 78	70,427 37
Cost of enlargement.....			9,570,566 95		72,049 32	82,081 39
Total.....			12,160,099 80	1,168,589 95	2,023,934 68	1,337,429 08

Total expenditure on capital account as above \$1,160,099 80
 Less charged to St. Lawrence River Canals, see page 37..... \$2,950,104 15
 Less expenditure by Imperial Government..... 40,000 00

2,990,104 15

Agreeing with Public Accounts balance sheet, 1909, page 4..... \$ 9,169,995 65

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

W. C. LITTLE,
Accountant.

9-10 EDWARD VII., A. 1910

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	15,733 38
" " "	1873		5,122 50	12,210 73	9,882 06
" " "	1874		26 00	15,392 51	10,990 56
" " "	1875		36 00	14,399 32	12,253 01
" " "	1876			14,465 86	17,170 83
" " "	1877			14,377 63	15,207 36
" " "	1878			14,383 37	9,861 05
" " "	1879			15,015 86	10,370 71
" " "	1880	266 15		15,362 61	8,997 34
" " "	1881			17,659 93	10,770 67
" " "	1882			18,894 53	20,813 86
" " "	1883		6,727 44	18,287 77	15,826 71
" " "	1884		3,277 98	19,107 38	16,232 61
" " "	1885		7,999 79	18,960 40	14,637 70
" " "	1886		8,491 80	19,228 90	14,356 00
" " "	1887		3,633 57	18,867 45	14,999 88
" " "	1888		14,411 97	19,325 05	14,285 98
" " "	1889		10,993 52	20,019 11	14,982 54
" " "	1890			19,847 42	14,999 20
" " "	1891		17,085 68	18,886 86	12,537 39
" " "	1892		1,696 23	20,050 01	14,999 80
" " "	1893			20,348 34	14,107 11
" " "	1894		6,547 72	20,574 53	13,903 46
" " "	1895		27,982 93	20,428 59	12,299 49
" " "	1896			20,725 47	15,050 85
" " "	1897		9,813 15	21,012 64	14,862 98
" " "	1898	25,000 00	5,799 31	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
" " "	1908		2,260 81	7,032 31	13,019 76
" " "	1909		21,758 84		
Total		*1,636,690 26	241,491 35	649,574 89	525,691 23

* See page 37 for total cost of St. Lawrence River and Canals.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

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.		
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	91	16,432	28	25,000	00	168,266	22		
" " " " " "	1904	68,595	42	9,634	66	6,450	00	84,680	08		
" " " " " "	1905	93,925	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		
" " " " " "	1908	40,500	00			12,976	77	53,476	77		
" " " " " "	1909	42,770	45			25,378	21	68,148	66		
Total.....		1,684,389	51	483,830	20	1,037,837	79	3,433,466	23*	98,378	46

* In this total is included an expenditure on capital account of \$227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

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

St. Lawrence River and Canals, as above.....	\$ 3,433,466	23
Beauharnois Canal, <i>see</i> page 36.....	1,636,690	26
Cornwall Canal " 40.....	7,231,677	69
Williamsburg Canal " 42.....	10,485,611	69
Lake St. Louis " 38.....	298,176	11
Soulanges Canal " 54.....	6,973,113	38
Lachine Canal, from prior to Confederation to June 30, 1875, <i>see</i> page 35..	2,950,104	15
Lake St. Francis, <i>see</i> page 39.....	75,906	71

Agreeing with Public Accounts balance sheet, 1909, page 4 \$ 33,087,746 13

W. C. LITTLE,
Accountant.

9-10 EDWARD VII., A. 1910

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.....					
" " since " "	1868				
" " " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882				
" " " "	1883				
" " " "	1884				
" " " "	1885				
" " " "	1886				
" " " "	1887				
" " " "	1888				
" " " "	1889				
" " " "	1890				
" " " "	1891				
" " " "	1892				
" " " "	1893				
" " " "	1894				
" " " "	1895		4,753 14		
" " " "	1896		49,909 31		
" " " "	1897		73,300 41		
" " " "	1898		64,495 83		
" " " "	1899		57,607 79		
" " " "	1900		11,765 70		
" " " "	1901		12,918 31		
" " " "	1902		6,000 00		
" " " "	1903		9,508 72		
" " " "	1904		7,916 90		
" " " "	1905		†		
" " " "	1906		†		
" " " "	1907		†		
" " " "	1908		†		
" " " "	1909		†		
Total.			*298,176 11		

* Included in total cost of St. Lawrence River and Canals, *see* page 37.

† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

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				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882				
" " " "	1883				
" " " "	1884				
" " " "	1885				
" " " "	1886				
" " " "	1887				
" " " "	1888				
" " " "	1889				
" " " "	1890				
" " " "	1891				
" " " "	1892				
" " " "	1893				
" " " "	1894				
" " " "	1895				
" " " "	1896				
" " " "	1897				
" " " "	1898		3,420 00		
" " " "	1899		23,110 00		
" " " "	1900		15,431 46	12,288 39	
" " " "	1901		15,000 00	8,060 30	
" " " "	1902		13,945 25		
" " " "	1903		5,000 00		
" " " "	1904			2,199 52	
" " " "	1905		†		
" " " "	1906		†		
" " " "	1907		†		
" " " "	1908		†		
" " " "	1909		†		
Total			*75,906 71	22,548 21	

* Included in total cost of St. Lawrence River and Canals, see page 37.

† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

9-10 EDWARD VII., A. 1910

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

CORNWALL CANAL.

—	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
Government expenditure prior to Confederation.....		1,933,152	69					
Government expenditure since Confederation.....	1868			2,786	00	11,244	47	
" " " ".....	1869	10,692	04			10,347	91	
" " " ".....	1870			17,780	05	10,368	16	
" " " ".....	1871			7	50	11,848	39	
" " " ".....	1872			10,000	21	10,594	30	
" " " ".....	1873			1,011	75	13,042	25	
" " " ".....	1874					13,405	20	
" " " ".....	1875	1,780	00			13,351	91	
Cost of original construction.....			1,945,624	73				
Expenditure by Dominion Government.....	1876					13,320	61	
" " " ".....	1877	49,211	37			13,375	70	
" " " ".....	1878	145,015	45			13,825	50	
" " " ".....	1879	143,092	05			13,817	96	
" " " ".....	1880	109,454	95			14,440	33	
" " " ".....	1881	53,948	14			15,173	60	
" " " ".....	1882	44,587	61			15,052	20	
" " " ".....	1883	21,728	93			18,283	67	
" " " ".....	1884	22,018	13			18,475	48	
" " " ".....	1885	62,034	90	16,298	96	15,988	96	
" " " ".....	1886	57,820	83	6,960	95	15,994	80	
" " " ".....	1887	46,966	43			17,520	54	
" " " ".....	1888	67,945	74			16,938	54	
" " " ".....	1889	163,993	85			17,890	55	
" " " ".....	1890	365,038	01	2,000	00	17,063	49	
" " " ".....	1891	599,001	85	1,459	98	16,077	72	
" " " ".....	1892	398,555	25	2,345	26	15,596	66	
" " " ".....	1893	352,536	13			15,173	01	
" " " ".....	1894	404,990	22			15,344	02	
" " " ".....	1895	450,689	65	21,497	74	15,414	56	
" " " ".....	1896	448,408	31	2,175	00	15,472	26	
" " " ".....	1897	438,487	51			15,540	43	
" " " ".....	1898	133,298	96			15,011	50	
" " " ".....	1899	37,649	00	15,960	80	16,000	00	
" " " ".....	1900	169,889	51	18,547	50	18,798	10	
" " " ".....	1901	62,032	47			17,104	13	
" " " ".....	1902	90,535	18			17,896	58	
" " " ".....	1903	77,833	81			70,129	29	
" " " ".....	1904	113,795	16	1,730	16	45,792	64	
" " " ".....	1905	104,093	45	8,324	83	71,073	68	
" " " ".....	1906	37,879	09	20,063	79	71,246	77	
" " " ".....	1907	5,218	03	4,191	61	52,050	56	
" " " ".....	1908	9,897	90	11,270	83	73,651	90	
" " " ".....	1909	495	00	151,628	65	75,581	54	
Cost of enlargement.....			5,289,052	87				
Total.....			*7,234,677	60	316,041	57	984,319	87
							609,686	10

* Included in total cost of St. Lawrence River and Canals, see page 37.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, JULY 2, 1909.

SESSIONAL PAPER No. 20

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

WILLIAMSBURG CANALS.

	Year ending.	CAPITAL.				Total.	Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapids Plat.					
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation being amount of original construction	1868					1,320,655.54		5,745.97	6,142.41
Government expenditure since Confederation	1869							5,670.88	5,670.88
"	1870							5,573.13	6,546.16
"	1871							6,382.17	5,308.41
"	1872						1,077.06	5,542.94	3,230.07
"	1873							6,424.49	7,317.75
"	1874							6,857.19	7,395.92
"	1875							6,547.62	4,110.29
"	1876							7,418.39	11,690.98
"	1877							7,388.48	10,053.61
"	1878							7,430.11	4,449.78
"	1879							7,517.20	3,549.71
"	1880							7,590.15	3,999.77
"	1881							7,572.35	5,020.73
"	1882							7,589.44	7,447.69
"	1883					13.19		7,423.48	7,999.39
"	1884					2,473.44		7,757.01	7,349.37
"	1885					163,237.12		7,696.67	8,198.03
"	1886					149,895.71		7,671.54	7,847.05
"	1887					115,863.00		7,635.54	7,904.76
"	1888					70,128.29		7,646.79	8,190.13
"	1889					59,867.26		7,485.29	8,794.61
"	1890					139,078.37		8,954.53	8,191.69
"	1891					372,545.32		9,678.25	7,987.40
"	1892					372,193.29		797.83	8,551.32
"	1893					498,390.23		3,675.00	8,076.03
"	1894					347,357.23		10,230.09	8,347.97
"	1895					3,786,298.59		13,720.36	7,029.95
Carried forward		2,853.76		1,909,681.73		3,786,298.59		210,337.70	195,327.20

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.			
Brought forward.....	2,853 76	1,250,620 93	1,909,681 73	3,786,298 39	20,883 86	210,337 70	195,327 20
Government expenditure since Confederation.....	4,980 00	150,744 16	286,396 96	442,121 12	8,607 04	9,588 51	9,636 00
"	231,321 44	292,793 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
"	346,956 54	734,482 07	116,072 55	1,081,886 06	.....	10,708 66	8,032 84
"	100,534 64	987,186 44	57,869 18	1,392,012 16	7,410 00	9,960 64	10,000 00
"	111,158 39	752,799 27	14,298 74	867,632 65	4,137 04	11,092 06	10,897 79
"	42,269 89	390,112 78	79,501 57	577,772 74	.....	12,342 32	11,735 09
"	10,266 92	421,945 81	137,818 22	601,973 92	.....	13,403 28	13,673 26
"	18,700 00	320,351 92	18,483 34	349,105 18	.....	15,246 91	20,002 79
"	8,108 99	256,336 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 05
"	.....	292,337 29	8,109 98	8,209 63	5,573 69	23,399 45	21,492 46
"	.....	140,920 65	.....	308,356 26	20,463 00	17,289 42	16,118 66
"	.....	45,782 52	754 91	46,537 43	18,405 65	13,953 58	8,501 57
"	.....	100,312 81	.....	100,312 81	16,635 15	19,441 86	18,563 82
"	.....	11,987 59	.....	11,987 59	3,744 50	22,638 02	23,454 80
Total.....	877,090 57	6,118,927 32	2,458,242 00	*10,485,611 69	111,749 54	419,670 12	394,617 04

* Original construction \$ 1,320,655 54
Cost of enlargement..... 9,164,956 15

Total..... \$10,485,611 69
Included in total cost of St. Lawrence River and Canals, page 37.

W. C. LITTLE,
Accountant.

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	463,505 38	6,150 21	112,670 00	91,534 66
" " " " " "	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " " " " "	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " " " " "	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " " " " "	1889	225,910 21	43,803 80	113,587 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 88
" " " " " "	1905	890,457 82	34,559 42	91,928 96	111,418 62
" " " " " "	1906	715,198 24	28,799 66	107,932 96	78,704 93
" " " " " "	1907	480,305 03	56,036 47	75,031 24	53,247 50
" " " " " "	1908	896,769 46	138,430 19	108,101 56	78,460 40
" " " " " "	1909	255,986 16	129,489 99	115,934 78	88,409 53
Total		28,338,616 02	1,283,050 55	3,464,455 74	2,951,491 42

* Total expenditure as above \$ 28,338,616 02
Less expenditure by Imperial Government..... 222,220 00

Agreeing with Public Accounts Balance Sheet, 1909, page 4....\$ 28,116,396 02

Original cost of construction, including first enlargement.....\$ 7,693,824 03
Enlargement, including new Welland Canal..... 20,644,791 99

Total expenditure as above.....\$ 28,338,616 02

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

9-10 EDWARD VII., A. 1910

STATEMENT showing the amounts expended in 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	1,106 80	1,393 63
"	"	1873		540 11	2,199 64	1,264 40
"	"	1874	12,753 27		2,614 90	7,208 63
"	"	1875	32,627 71		1,859 20	4,506 68
"	"	1876	24,935 85		1,952 14	4,033 72
"	"	1877	30,003 08		1,982 65	1,756 93
"	"	1878	14,618 85		2,057 32	541 95
"	"	1879	22,113 02		2,202 03	3,259 70
"	"	1880	3,054 68		2,152 57	1,704 71
"	"	1881	69,042 76		2,553 02	3,257 92
"	"	1882	193,158 36		2,611 30	2,343 99
"	"	1883	172,959 95		2,569 86	3,448 83
"	"	1884	142,006 25		2,775 32	2,725 49
"	"	1885	93,679 57		2,618 60	4,042 04
"	"	1886	129,681 67		2,611 90	5,803 01
"	"	1887	45,276 08	6,054 10	2,537 41	1,499 96
"	"	1888	18,910 55	1,372 59	2,505 61	1,380 75
"	"	1889	24,786 33		2,569 22	1,730 79
"	"	1890	6,151 14		2,571 04	1,525 51
"	"	1891		8,173 69	2,505 69	1,503 56
"	"	1892		25,471 61	2,371 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			3,292 94	2,244 13
"	"	1905			2,151 01	6,091 44
"	"	1906			2,259 16	2,294 86
"	"	1907		2,449 96	1,595 62	991 47
"	"	1908		2,501 42	2,248 29	1,693 63
"	"	1909		199 67	2,292 19	4,290 57
Total.....			*1,170,215 63	64,400 77	90,439 79	112,623 47

* Included in total cost of Ottawa River Works, see page 47.

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 2, 1909.

SESSIONAL PAPER No. 20

STATEMENT showing the amount 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		63,073 64			
" " " " " " " " " " " "	1868		19,817 22	6,301 88	8,911 28
" " " " " " " " " " " "	1869			6,549 38	10,157 42
" " " " " " " " " " " "	1870		4,167 96	6,617 81	9,852 09
" " " " " " " " " " " "	1871		23,119 37	8,676 90	8,218 24
" " " " " " " " " " " "	1872	165,257 28		8,324 51	17,235 31
" " " " " " " " " " " "	1873	133,199 10	3,051 38	10,068 28	8,781 50
" " " " " " " " " " " "	1874	245,258 38		10,710 88	10,605 82
" " " " " " " " " " " "	1875	339,864 76		10,378 57	18,520 44
" " " " " " " " " " " "	1876	326,203 16		10,764 38	11,475 96
" " " " " " " " " " " "	1877	245,738 01		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	19,554 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	8,920 15
" " " " " " " " " " " "	1893	297 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 41	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 40
" " " " " " " " " " " "	1908		1,387 35	23,019 45	9,775 35
" " " " " " " " " " " "	1909		68,597 35	23,085 54	10,758 01
Total.....		†4,182,092 96	320,730 51	611,148 49	465,530 27

* 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 47. Cost of enlargement, \$4,119,039.32.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

9-10 EDWARD VII., A. 1910

STATEMENT showing the amount 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 60	.....	.....	.....
" " " "	1901	197 00	.....	.....	.....
" " " "	1902	.....	1,135 00	.....	.....
" " " "	1903	.....	.....	.....	.....
" " " "	1904	.....	2,204 50	.....	.....
" " " "	1905	.....	2,255 00	.....	.....
" " " "	1906	.....	.....	.....	.....
" " " "	1907	.....	.....	.....	.....
" " " "	1908	.....	.....	.....	.....
" " " "	1909	.....	.....	.....	.....
Total.....	.....	*382,776 46	60,923 37	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, see page 47.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

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 " " 1868	1868	166	50	7,298	12	18,397	28	16,475	21
" " " " 1869	1869					19,250	71	13,140	77
" " " " 1870	1870			13	16	20,022	37	19,469	33
" " " " 1871	1871			11,732	98	22,814	58	18,120	52
" " " " 1872	1872			4,967	50	22,139	48	14,005	32
" " " " 1873	1873			18,070	97	22,841	51	26,074	49
" " " " 1874	1874			5,793	16	26,815	44	22,957	40
" " " " 1875	1875	9,310	85			26,553	37	19,699	81
" " " " 1876	1876	2,163	96			26,430	77	14,428	25
" " " " 1877	1877	214	11			25,959	56	14,198	18
" " " " 1878	1878					26,651	51	11,034	22
" " " " 1879	1879	7,703	88			26,042	52	7,131	55
" " " " 1880	1880					26,463	88	11,434	05
" " " " 1881	1881			133	50	26,024	71	8,627	00
" " " " 1882	1882					26,915	29	13,860	28
" " " " 1883	1883			70	65	27,322	81	23,524	84
" " " " 1884	1884			4,597	50	26,938	95	19,245	02
" " " " 1885	1885			2,098	76	26,971	32	18,189	55
" " " " 1886	1886			550	00	27,045	95	35,648	04
" " " " 1887	1887			20,823	96	29,440	46	18,565	34
" " " " 1888	1888			18,889	48	33,458	83	25,478	87
" " " " 1889	1889			6,665	22	33,801	77	18,106	36
" " " " 1890	1890			21,124	10	34,270	57	18,025	21
" " " " 1891	1891			20,967	25	34,641	98	21,537	56
" " " " 1892	1892			31,363	23	35,500	82	21,507	16
" " " " 1893	1893			24,274	71	35,022	49	18,789	50
" " " " 1894	1894			14,485	11	34,943	35	16,939	47
" " " " 1895	1895			31,559	48	33,827	08	19,897	32
" " " " 1896	1896			21,452	29	34,052	77	30,196	38
" " " " 1897	1897			19,079	11	31,461	55	29,535	94
" " " " 1898	1898			13,608	39	30,759	05	26,599	93
" " " " 1899	1899			700	29	30,751	20	28,199	49
" " " " 1900	1900			11,780	41	30,623	27	30,237	09
" " " " 1901	1901					31,334	40	33,791	17
" " " " 1902	1902			8,894	40	32,193	66	33,959	86
" " " " 1903	1903			16,235	13	34,595	31	36,424	23
" " " " 1904	1904			13,525	04	39,127	96	38,496	78
" " " " 1905	1905	1,565	84	14,513	35	40,838	81	49,790	55
" " " " 1906	1906			5,272	90	41,819	77	54,495	63
" " " " 1907	1907			14,322	03	30,667	34	44,627	82
" " " " 1908	1908			42,903	03	44,875	16	55,090	45
" " " " 1909	1909			19,989	52	44,911	60	53,880	51
Total.....		*4,085,889	21	447,754	73	1,274,521	21	1,051,439	45

* Ottawa River Works.

Ste. Anne's Lock, page 44.....	\$ 1,170,215	63
Carillon and Grenville Canal, page 45.....	4,182,092	96
Culbute Canal, page 46.....	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.....	1,135	84
Add amount transferred, see page xxxvi, Pub. Accounts Bal. Sheet, 1881.	233,555	85
	1,414,134	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, less outstanding cheques, with Balance Sheet, Public Accounts, 1909, page 4. \$ 6,867,531 46

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July, 2, 1909.W. C. LITTLE,
Accountant.

9-10 EDWARD VII., A. 1910

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	1868	121,537 65			
" since	1869			1,532 75	753 74
"	1870			1,755 15	1,399 18
"	1871			1,458 09	1,006 22
"	1872			1,414 48	1,210 98
"	1873			1,565 80	1,263 19
"	1874			2,076 50	1,575 10
"	1875			2,219 13	2,363 42
"	1876			1,362 22	1,245 69
"	1877			1,403 92	1,601 71
"	1878			1,533 40	750 80
"	1879			1,556 65	283 77
"	1880			1,581 55	456 07
"	1881			1,614 01	705 54
"	1882			1,741 97	1,299 77
"	1883			2,002 71	1,902 41
"	1884		17,230 32	2,361 65	2,188 08
"	1885		5,279 17	2,315 37	1,494 99
"	1886		4,700 64	2,271 57	3,652 63
"	1887			2,311 70	4,143 47
"	1888			2,175 37	5,864 78
"	1889			2,216 04	2,801 17
"	1890		17,964 45	2,421 14	2,002 63
"	1891		24,571 96	2,138 40	1,935 44
"	1892		21,696 74	2,011 08	4,460 16
"	1893		3,585 31	2,168 44	1,944 33
"	1894			2,136 66	1,994 34
"	1895			2,216 68	924 55
"	1896			2,161 63	915 50
"	1897			2,094 91	1,678 49
"	1898			2,135 60	707 06
"	1899			2,049 67	692 04
"	1900			2,244 12	1 494 93
"	1901		1,596 88	2,181 43	2,681 10
"	1902		3,610 06	2,128 25	1,681 44
"	1903		15,549 27	2,262 39	984 36
"	1904		9,344 89	2,288 63	1,671 83
"	1905		7,984 41	2,334 67	1,690 61
"	1906		14,990 90	2,479 65	1,716 35
"	1907		7,307 39	2,582 95	3,872 75
"	1908		4,200 00	2,064 62	1,142 79
"	1909		3,338 79	2,894 76	2,121 43
"	1909			2,294 78	3,693 19
Total		*121,537 65	162,861 21	85,760 50	77,968 03

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 49.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 2, 1909.

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		14,547 27	19,501 28	11,999 77
" "	1887		17,911 17	19,053 62	20,071 37
" "	1888		65,536 64	20,073 60	11,823 74
" "	1889		51,437 87	19,679 22	19,392 18
" "	1890		23,221 48	19,655 38	14,399 93
" "	1891		43,344 41	19,204 76	11,399 93
" "	1892		38,353 99	19,665 22	12,976 48
" "	1893		21,127 65	19,310 29	12,451 03
" "	1894		8,567 78	19,040 93	11,920 74
" "	1895		6,147 63	19,325 49	11,779 12
" "	1896		3,694 63	19,349 65	11,801 12
" "	1897		12,665 88	18,754 17	13,128 55
" "	1898		13,184 68	17,992 90	12,466 51
" "	1899		15,255 42	18,336 50	11,997 51
" "	1900		5,448 88	18,397 58	13,995 00
" "	1901		1,195 09	18,529 48	17,572 35
" "	1902		19,132 80	18,832 25	17,313 02
" "	1903		8,977 43	19,286 10	21,745 65
" "	1904		26,701 59	21,544 69	25,656 00
" "	1905		33,066 50	26,970 79	19,896 57
" "	1906		26,192 72	26,039 53	25,173 48
" "	1907		29,953 80	19,916 33	22,508 88
" "	1908	157 90	34,264 31	28,375 21	30,627 72
" "	1909	13,307 02	35,784 54	28,410 40	24,389 29
		650,671 68			
Less proceeds of sale of piece of land in 1893		150 00			
Total		*650,521 68	679,818 18	712,546 90	666,797 68

Chambly Canal and River Richelieu.

Chambly Canal, as above..... § 650,521 68

St. Ours Lock, see page 48..... 121,537 65

Less amount deducted at Confederation, see Public Accounts, 1868, part i, page 9..... § 772,059 33

Government expenditure prior to Confederation,

Chambly Canal, as above..... § 634,711 76

St. Ours Lock, see page 48..... 121,537 65

§ 756,249 41

Returned as an asset in Public Accounts, 1868..... 433,807 83

322,441 58

Agreeing with Public Accounts, 1909, page 4..... § 449,617 75

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.W. C. LITTLE,
Accountant.

9-10 EDWARD VII., A. 1910

STATEMENT showing the amount 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	5,235 57
" " " " "	1895						5,354	97	5,063 49
" " " " "	1896						5,409	10	5,410 33
" " " " "	1897						5,526	87	3,966 41
" " " " "	1898						5,799	94	4,710 23
" " " " "	1899						5,073	70	3,533 68
" " " " "	1900						5,613	83	2,777 60
" " " " "	1901						5,175	74	1,138 15
" " " " "	1902						5,254	51	6,377 19
" " " " "	1903		500	00			5,757	00	4,627 70
" " " " "	1904		750	00			5,291	43	6,075 94
" " " " "	1905		100	00			5,346	62	4,452 68
" " " " "	1906						293	75	2,840 91
" " " " "	1907						10,423	00	1,710 55
" " " " "	1908						37,334	70	2,953 23
" " " " "	1909		126	45			20,250	61	3,374 82
Total			*1,248,946	71	71,963	64	99,141	93	73,328 50

* Agreeing with Public Accounts Balance Sheet, 1909, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

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
" " " "	1908	343,176 05	96,315 87	32,826 38	33,382 94
" " " "	1909	1,099,836 38	80,517 65	32,028 57	44,849 83
Total		*6,873,501 09	519,393 31	207,875 62	333,195 24

*Total expenditure on Capital Account as above..... \$6,873,501 09

Less—Expenditure prior to Confederation..... \$ 309,371 31

 " Year 1880..... 561 50

309,932 81

Agreeing with Public Accounts Balance Sheet, 1909, page 4..... \$6,563,568 28

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

9-10 EDWARD VII., A. 1910

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			*	*
" " " "	1894			*	*
" " " "	1895			*	*
" " " "	1896			*	*
" " " "	1897	10,720 50		*	*
" " " "	1898			*	*
" " " "	1899			*	*
" " " "	1900	2,750 00		*	*
" " " "	1901			*	*
" " " "	1902			*	*
" " " "	1903			*	*
" " " "	1904			*	*
" " " "	1905			*	*
" " " "	1906			*	*
" " " "	1907			*	*
" " " "	1908			*	*
" " " "	1909			*	*
Total		†489,599 23	748 65	*	*

* Included in Rideau Canal since 1890.

† Agreeing with Public Accounts 1909, page 4.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

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	.....	16,974 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	120,900 00	.....	15,878 11	20,086 15
" " " "	1907	95,504 63	.....	12,290 94	11,520 53
" " " "	1908	140,433 22	.....	20,345 38	23,206 00
" " " "	1909	42,109 63	11,453 28	15,231 79	16,462 29
Total		*4 821,723 47	12,451 02	216,830 65	169,805 65

* Agreeing with Public Accounts, 1909, page 4.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

9-10 EDWARD VII., A. 1910

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	1868								
" " since	1869								
" " " "	1870								
" " " "	1871								
" " " "	1872								
" " " "	1873								
" " " "	1874								
" " " "	1875								
" " " "	1876								
" " " "	1877								
" " " "	1878								
" " " "	1879								
" " " "	1880								
" " " "	1881								
" " " "	1882								
" " " "	1883								
" " " "	1884								
" " " "	1885								
" " " "	1886								
" " " "	1887								
" " " "	1888								
" " " "	1889								
" " " "	1890								
" " " "	1891								
" " " "	1892		54,235 76						
" " " "	1893		210,336 24						
" " " "	1894		723,380 95						
" " " "	1895		752,016 53						
" " " "	1896		535,939 07						
" " " "	1897		363,126 06						
" " " "	1898		1,016,401 00						
" " " "	1899		1,442,824 22						
" " " "	1900		693,806 24						
" " " "	1901		462,626 36		115 00		6,711 84		5,000 00
" " " "	1902		235,021 79				25,154 78		5,888 77
" " " "	1903		248,929 10				22,672 50		2,267 13
" " " "	1904		113,328 45		15,608 69		31,987 06		10,362 23
" " " "	1905		34,202 71		30,406 25		25,235 25		39,382 01
" " " "	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
" " " "	1908		50,634 01		4,245 18		28,988 36		35,687 11
" " " "	1909		17,795 79		12,363 78		32,324 20		34,802 37
Total.....			*6,973,113 38		81,988 98		243,287 89		187,265 50

* Included in total cost of St. Lawrence River and Canals, see page 37.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to
March 31, 1909.

Canal.	Construction.		Enlargement.		Total.	
	\$	cts.	\$	cts.	\$	cts.
St. Peter's	648,547	14			648,547	14
Lachine	2,589,532	85	9,570,566	95	12,160,099	80
Beauharnois	1,636,690	26			1,636,690	26
St. Lawrence River and Canals	18,442	85	3,415,023	38	3,433,466	23
Lake St. Louis			298,176	11	298,176	11
Lake St. Francis			75,906	71	75,906	71
Cornwall	1,945,624	73	5,289,052	87	7,234,677	60
Williamsburg. {	Parran's Point		877,090	57	10,485,611	69
	Galops		6,118,927	32		
	Rapide Plat		2,158,242	00		
	Williamsburg	1,320,655	54	10,696			26
Welland	7,693,824	03	20,644,791	99	28,338,616	02
Ste. Anne's	131,456	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
Saint Ours	121,537	65			121,537	65
Chambly	637,214	66	13,307	12	650,521	68
Murray	1,248,946	71			1,248,946	71
Trent	6,873,501	09			6,873,501	09
Tay	489,599	23			489,599	23
Sault Ste. Marie	4,821,723	47			4,821,723	47
Sonlanges	6,973,113	38			6,973,113	38
Total	41,685,129	41	53,626,579	62	95,311,859	03

* 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 2, 1909.

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*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 expenditure	20,593,866	13	98,378	46						
Government expenditure since Confederation.....	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19				
" "	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32				
" "	1870		90,355 96	120,403 02	150,176 70	414,687 02				
" "	1871		116,429 54	135,040 81	140,467 52	488,538 76				
" "	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52				
" "	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26				
" "	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99				
" "	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59				
" "	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04				
" "	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37				
" "	1878	3,843,338 62		187,521 31	122,251 60	373,814 17				
" "	1879	3,064,098 61		191,892 44	115,349 99	337,675 13				
" "	1880	2,123,366 34		195,039 33	147,167 52	341,598 14				
" "	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17				
" "	1882	1,593,174 09	55,023 03	224,572 61	187,399 02	325,231 54				
" "	1883	1,763,001 97	02,503 14	269,415 01	178,617 86	361,604 01				
" "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	326,661 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 81	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	294,759 39	357,089 87				
" "	1894	3,027,164 19	109,216 33	294,146 34	179,630 13	387,788 97				
" "	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49				
" "	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72				
" "	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53				
" "	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81				
" "	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38				
" "	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86				
" "	1901	2,360,569 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	320,213 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				
" "	1908	1,768,156 37	483,250 11	473,638 95	411,660 53	144,882 13				
" "	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26				
Total		95,311,709 03	5,761,635 79	11,180,264 99	8,997,109 92	13,962,969 86				

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

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

SESSIONAL PAPER No. 20

HYDRAULIC AND OTHER RENTS.

Balances due April 1, 1908.	Accrued during the year ended March 31, 1909.	Totals.	1908-1909.	Abatement.	Deposited to the credit of the Receiver General.	Paid into hands of the Collectors.	Balance due March 31, 1909.	Totals.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
65,589 37	44,691 56	110,280 93	..... Welland Canal.....	840 00	52,273 16	.....	57,167 77	110,280 93
5,970 17	3,446 00	9,416 17	..... Williamsburg Canal.....	15 00	1,523 00	.....	7,878 17	9,416 17
7,729 37	7,698 50	15,427 87	..... Cornwall Canal.....	.....	7,417 50	.....	7,910 37	15,337 87
13,530 81	11,765 50	28,296 31	..... Beauharnois Canal.....	2,275 00	17,353 00	.....	8,638 34	28,286 34
42,090 79	89,731 56	131,822 35	..... Lachine Canal.....	2,634 95	93,702 02	.....	33,485 38	131,822 35
755 81	186 00	941 81	..... Chambly Canal.....	.....	52 00	.....	889 81	941 81
3,395 45	4,107 50	7,502 95	..... Rideau Canal.....	.....	3,308 75	.....	4,254 20	7,502 95
1,317 95	2,912 04	4,229 99	..... Trent Canal.....	.....	2,225 54	.....	2,004 45	4,229 99
50 00	525 00	575 00	..... Saint Ste. Marie Canal.....	60 00	500 00	.....	15 00	575 00
25,991 83	615 00	26,606 83	..... Carillon and Grenville Canal.....	.....	114 00	.....	26,492 83	26,606 83
9 00	68 00	77 00	..... Sundry Canals.....	.....	68 00	.....	9 00	77 00
.....	3,067 00	3,067 00	..... Soulanges Canal.....	.....	3,067 00	.....	.....	3,067 00
166,420 61	171,803 66	338,224 27	Totals.....	5,824 95	183,603 97	.....	148,795 35	338,224 27

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

REVENUE STATEMENT ENDING MARCH 31, 1909.

CANAL REVENUE.		Hydraulic and other Rents, &c.		COLLECTION DIVISIONS.		DEPOSITS TO THE CREDIT OF THE RECEIVER GENERAL.		Total.		Cost of Staff Repairs and Statistical Offices chargeable to Revenue.	
Wharfage and Storage, Harbour Dues, etc.	Total Canal Revenue Accrued.	\$	cts.	\$	cts.	On Account Canal Revenue.	On Account Hydraulic Rents.	\$	cts.	\$	cts.
53 70	53 70	1,555 00	53 70	<i>Welland Canal.</i>	53 70	1,555 00	53 70	1,608 70	212,177 91	2,850 76	
262 50	262 50	50,718 16	262 50	Port Colborne	262 50	50,718 16	262 50	50,980 66	2,299 41		
316 20	316 20	52,273 16	316 20	..... Totals	316 20	52,273 16	316 20	52,589 36	217,338 11	
				<i>St. Lawrence Canals</i>						397,981 71	
406 28	406 28	17,353 00	17,353 00	Beauharnois	406 28	17,353 00	406 28	17,823 78	1,736 35		
		7,417 50	7,417 50	Cornwall		7,417 50		7,823 00	1,027 35		
		1,523 00	1,523 00	Cardinal		1,523 00		1,523 00	2,196 99		
2,196 99	2,196 99	2,196 99	2,196 99	Lachine		2,196 99		2,196 99	5,650 25		
12,955 61	12,955 61	95,702 02	12,955 61	Montreal		95,702 02		108,657 63	8,001 52		
		3,067 00	3,067 00	Coteau Landing (Soulanges)		3,067 00		3,067 00	1,471 13		
				Kingston					726 70		
15,358 88	15,358 88	125,062 52	140,621 40	..... Totals	15,358 88	125,062 52	15,358 88	140,621 40	416,595 01	
				<i>Champlain Canal.</i>						60,957 86	
		52 00	52 00	Champlain		52 00		52 00	1,321 41		
				St. John's					1,639 58		
				St. Ours					644 35		
		52 00	52 00	..... Totals		52 00		52 00	64,563 20	
				<i>Ottawa Canals.</i>						43,174 31	
		5 00	5 00	Grenville		5 00		5 00	663 90		
		109 00	109 00	Carleton		109 00		109 00	726 84		
		30 00	30 00	Sts. Anne's Lock		30 00		30 00	888 80		
		144 00	144 00 Totals		144 00		144 00	45,453 85		

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225 90	3,047 05	3,272 95	225 90	3,047 05	3,272 95	103,019 26
65 00	190 00	255 00	65 00	190 00	255 00	1,060 44
20 00	71 70	91 70	20 00	71 70	91 70	518 73
310 90	3,308 75	3,619 65	310 90	3,308 75	3,619 65	439 50
						105,637 93
	32 00	32 00		32 00	32 00	3,815 00
	32 00	32 00		32 00	32 00	209 22
						4,024 22
	6 00	6 00		6 00	6 00	8,570 11
						76,878 40
						200 90
						226 80
						0 40
29 80	2,225 54	2,225 34	29 80	2,225 54	2,225 34	305 14
						0 80
						151 25
29 80	2,225 54	2,225 34	29 80	2,225 54	2,225 34	77,763 69
	500 00	500 00		500 00	500 00	33,213 28
16,215 78	183,603 97	199,819 75	16,215 78	183,603 97	199,819 75	973,149 40
						20,383 21
						1,269 43
						20,736 97
16,215 78	183,603 97	199,819 75	16,215 78	183,603 97	199,819 75	1,015,539 01
						318 49
						199,501 26

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

INTERCOLONIAL RAILWAY.

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

	Year ending.	Construction.		Income.		Working Expenses including Windsor Branch Ry.		Revenue received, including Windsor Branch Ry.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Expenditure prior to Confederation.....		10,766,725	54						
" since									
" " " " " " " " " " " "	1868	483,353	65			359,961	08	420,752	58
" " " " " " " " " " " "	1869	282,615	18			387,548	47	455,022	76
" " " " " " " " " " " "	1870	1,729,381	49			445,208	75	471,245	09
" " " " " " " " " " " "	1871	2,916,782	13			442,993	31	565,713	52
" " " " " " " " " " " "	1872	5,131,141	51			595,076	22	622,900	56
" " " " " " " " " " " "	1873	5,201,450	37			1,011,892	60	703,458	26
" " " " " " " " " " " "	1874	3,614,898	81			1,847,175	24	893,430	17
" " " " " " " " " " " "	1875	3,426,099	55			1,532,589	62	861,593	43
" " " " " " " " " " " "	1876	1,108,321	69			1,277,197	79	848,861	46
" " " " " " " " " " " "	1877	1,318,352	19			1,661,673	55	1,154,445	35
" " " " " " " " " " " "	1878	408,816	74			1,811,273	56	1,378,946	78
" " " " " " " " " " " "	1879	226,639	19			2,010,183	22	1,294,099	69
" " " " " " " " " " " "	1880	2,048,014	60			1,607,956	70	1,520,310	45
" " " " " " " " " " " "	1881	608,732	80			1,780,353	53	1,777,856	76
" " " " " " " " " " " "	1882	585,568	79			2,080,592	37	2,100,315	85
" " " " " " " " " " " "	1883	1,616,632	96			2,383,477	20	2,395,034	90
" " " " " " " " " " " "	1884	1,405,377	52			2,366,719	95	2,376,666	19
" " " " " " " " " " " "	1885	1,195,363	08			2,460,229	87	2,392,605	00
" " " " " " " " " " " "	1886	544,958	17			2,508,473	10	2,406,858	88
" " " " " " " " " " " "	1887	823,070	86			2,854,158	91	2,621,337	41
" " " " " " " " " " " "	1888	742,203	09			3,300,481	94	2,937,337	40
" " " " " " " " " " " "	1889	655,228	13			3,174,785	19	2,923,736	46
" " " " " " " " " " " "	1890	365,246	48			3,500,455	80	2,958,243	38
" " " " " " " " " " " "	1891	79,929	84			3,691,273	65	3,067,630	51
" " " " " " " " " " " "	1892	168,101	77			3,458,891	39	2,978,950	82
" " " " " " " " " " " "	1893	228,984	59			3,062,207	45	3,099,815	20
" " " " " " " " " " " "	1894	166,362	43			2,999,317	07	3,020,485	74
" " " " " " " " " " " "	1895	327,034	51			2,964,940	08	2,979,795	59
" " " " " " " " " " " "	1896	259,105	23			3,029,304	08	2,994,201	93
" " " " " " " " " " " "	1897	145,142	00			2,936,789	71	2,906,631	25
" " " " " " " " " " " "	1898	252,367	20	70,000	00	3,275,830	14	3,154,896	49
" " " " " " " " " " " "	1899	1,081,929	94	210,000	00	3,478,559	30	3,775,558	08
" " " " " " " " " " " "	1900	1,796,348	29			4,444,296	25	4,599,423	14
" " " " " " " " " " " "	1901	3,633,836	57			5,477,285	30	5,019,497	76
" " " " " " " " " " " "	1902	4,621,841	05			5,596,939	57	5,720,990	50
" " " " " " " " " " " "	1903	2,254,256	68			6,214,496	38	6,366,884	53
" " " " " " " " " " " "	1904	1,880,856	60			7,264,263	13	6,392,865	48
" " " " " " " " " " " "	1905	3,937,621	93			8,535,689	91	6,833,561	50
" " " " " " " " " " " "	1906	3,765,170	90			7,599,400	33	7,693,282	40
" " " " " " " " " " " "	1907	1,506,209	23			6,045,597	15	6,293,751	52
" " " " " " " " " " " "	1908	4,363,494	01			9,195,347	64	9,229,989	21
" " " " " " " " " " " "	1909	3,867,232	16			9,364,256	10	8,583,100	79
Total		*81,540,809	05	280,000	00	139,129,143	50	130,732,084	86

* Including \$296,872.90 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 60.....			§81,540,809 08
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>	
		<u>208,509 72</u>	
			296,872 90
			<u>†§81,243,936 18</u>
Cape Breton Railway, page 65.....		3,860,679 14	
Oxford and New Glasgow Railway, page 64.....		1,949,063 21	
Eastern Extension Railway, page 62.....		*1,324,042 81	
Montreal and European Short Line Railway, page 66.....		333,942 72	
Drummond County Railway, page 70.....		1,464,000 00	
Canada Eastern Railway, page 73.....		819,000 00	
			<u>*9,750,727 88</u>
Total capital cost of Intercolonial Railway system.....			§90,994,664 06

* Agreeing, less outstanding cheques, with Public Accounts, 1908-1909, page 4.

† Includes \$220.48 amount of an Exchequer Court award in 1907 against the Oxford and New Glasgow Railway.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

9-10 EDWARD VII., A. 1910

EASTERN EXTENSION RAILWAY.

—	Year.	Capital.	Working Expenses.	Revenue Received.
		§ cts.	§ cts.	§ cts.
Government expenditure prior to Confederation				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,767 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		*	†
" " "	*908		*	†
" " "	1909		*	†
Total		‡ 1,324,042 81	538,094 06	462,465 68

* Included in Inter-colonial Railway expenses. † Included in Inter-colonial Railway revenue.

‡ Included in total cost of Inter-colonial Railway system, page 61.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

SESSIONAL PAPER No. 20

CARLETON BRANCH RAILWAY.

—	Year.	Capital.	Working Expenses.	Revenue Received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868			
" since "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884			
" " "	1885			
" " "	1886	85,610 69		
" " "	1887	2,299 62		
" " "	1888	500 17		
" " "	1889			
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" " "	1909			
Total		*88,410 48		

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

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

OXFORD AND NEW GLASGOW.

—	Year.	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....			
" since " " " " " " " "	1868		
" " " " " " " " "	1869		
" " " " " " " " "	1870		
" " " " " " " " "	1871		
" " " " " " " " "	1872		
" " " " " " " " "	1873		
" " " " " " " " "	1874		
" " " " " " " " "	1875		
" " " " " " " " "	1876		
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" " " " " " " " "	1878		
" " " " " " " " "	1879		
" " " " " " " " "	1880		
" " " " " " " " "	1881		
" " " " " " " " "	1882		
" " " " " " " " "	1883		
" " " " " " " " "	1884		
" " " " " " " " "	1885		
" " " " " " " " "	1886		
" " " " " " " " "	1887		
" " " " " " " " "	1888	280,932 35	
" " " " " " " " "	1889	840,553 57	
" " " " " " " " "	1890	434,074 60	
" " " " " " " " "	1891	220,886 39	
" " " " " " " " "	1892	48,745 23	
" " " " " " " " "	1893	7,922 80	
" " " " " " " " "	1894	112,382 75	
" " " " " " " " "	1895	*	
" " " " " " " " "	1896	*	
" " " " " " " " "	1897	3,565 52	
" " " " " " " " "	1898		
" " " " " " " " "	1899		
" " " " " " " " "	1900		
" " " " " " " " "	1901		
" " " " " " " " "	1902		
" " " " " " " " "	1903		
" " " " " " " " "	1904		
" " " " " " " " "	1905		
" " " " " " " " "	1906		
" " " " " " " " "	1907	*	
" " " " " " " " "	1908		
" " " " " " " " "	1909		
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 61. Add \$220.48 amount of Exchequer Court award paid in 1907 included in I. C. R.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

SESSIONAL PAPER No. 20

CAPE BRETON RAILWAY.

	Year.	Capital.		Working Expenses.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation.....	1868				
" " since "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
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" " "	1882				
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" " "	1884				
" " "	1885				
" " "	1886				
" " "	1887		76,501 89		
" " "	1888		689,450 50		
" " "	1889		1,083,276 60		
" " "	1890		1,170,523 62		
" " "	1891		521,441 62		
" " "	1892		99,936 96		
" " "	1893		59,982 74		
" " "	1894		158,770 61		
" " "	1895		*		
" " "	1896				
" " "	1897		405 00		
" " "	1898		389 60		
" " "	1899				
" " "	1900				
" " "	1901				
" " "	1902				
" " "	1903				
" " "	1904				
" " "	1905				
" " "	1906				
" " "	1907				
" " "	1908				
" " "	1909				
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 61.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, July 2, 1909.

9-10 EDWARD VII., A. 1910

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construction.		Working Expenses.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation					
" since "	1868				
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
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" " "	1882				
" " "	1883				
" " "	1884				
" " "	1885	49,587	45		
" " "	1886	135,214	38		
" " "	1887	24,157	32		
" " "	1888		397 35		
" " "	1889				
" " "	1890				
" " "	1891	124,568	23		
" " "	1892				
" " "	1893				
" " "	1894		17 99		
" " "	1895				
" " "	1896				
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" " "	1906				
" " "	1907				
" " "	1908				
" " "	1909				
Total		*333,942	72		

* Included in total cost of Intercolonial Railway system, page 61.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.		Working Expenses.		Revenue received.	
		\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation		3,114,735	11				
" " since " "	1874			750	00		
" " " "	1875	46,086	63	49,344	62	24,493	99
" " " "	1876	42,546	10	219,930	43	118,060	96
" " " "	1877	200,000	00	228,595	25	130,664	92
" " " "	1878	6,551	86	221,599	49	135,899	60
" " " "	1879	40,129	05	223,313	12	125,855	91
" " " "	1880	16,539	82	164,640	55	113,851	11
" " " "	1881			203,122	88	131,131	43
" " " "	1882	402	03	228,259	97	137,267	54
" " " "	1883	57,186	02	252,808	41	146,170	42
" " " "	1884	130,663	38	236,428	13	144,504	12
" " " "	1885	76,956	56	211,207	01	158,588	06
" " " "	1886	4,668	33	216,744	34	155,584	36
" " " "	1887	5,800	00	204,237	45	155,303	37
" " " "	1888			229,639	95	158,363	62
" " " "	1889			247,559	44	171,369	56
" " " "	1890			266,485	85	160,971	78
" " " "	1891			257,990	08	174,258	05
" " " "	1892	8,300	49	289,706	38	157,442	69
" " " "	1893			226,422	17	162,690	42
" " " "	1894			226,891	06	158,533	83
" " " "	1895			232,905	19	149,654	78
" " " "	1896			225,138	56	146,476	54
" " " "	1897			240,489	90	153,443	13
" " " "	1898	17,541	88	231,418	74	158,950	61
" " " "	1899	22,000	00	218,053	01	165,012	03
" " " "	1900	53,546	02	220,931	81	174,738	73
" " " "	1901	280,173	93	261,766	24	193,883	48
" " " "	1902	475,997	94	270,159	97	197,999	93
" " " "	1903	829,414	18	259,637	82	217,714	24
" " " "	1904	698,877	47	335,695	44	234,390	03
" " " "	1905	591,412	65	370,464	44	217,330	61
" " " "	1906	496,124	89	294,253	16	257,270	57
" " " "	1907	91,710	52	283,148	50	215,434	97
" " " "	1908	390,461	83	399,947	79	304,579	83
" " " "	1909	561,206	90	400,330	41	311,319	63
Total		*8,259,033	59	8,650,017	56	5,919,204	85

* Agrees with Public Accounts Balance Sheet, 1908-1909, page 4.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of \$25,000,000.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868			
" " since "	1869			
" " " "	1870			
" " " "	1871	30,148 32		
" " " "	1872	489,428 16		
" " " "	1873	561,818 44		
" " " "	1874	310,224 88		
" " " "	1875	1,546,241 67		
" " " "	1876	3,346,567 06		
" " " "	1877	1,691,149 97		
" " " "	1878	2,228,373 13		
" " " "	1879	2,240,285 47		
" " " "	1880	4,044,522 72	78,892 01	104,975 69
" " " "	1881	4,968,503 93	236,944 98	291,498 06
" " " "	1882	(1) 4,589,075 79	1,786 20	
" " " "	1883	(2) 10,033,800 04	266 09	
" " " "	1884	(3) 11,192,722 02	327 02	
" " " "	1885	(4) 9,900,281 53		
" " " "	1886	(5) 3,672,584 81		
" " " "	1887	(6) 915,057 49		
" " " "	1888	52,098 65		
" " " "	1889	86,716 07		
" " " "	1890	40,980 54		
" " " "	1891	37,367 00		
" " " "	1892	66,211 39		
" " " "	1893	413,836 49		
" " " "	1894	146,539 87		
" " " "	1895	49,209 77		
" " " "	1896	65,669 49		
" " " "	1897	14,054 50		
" " " "	1898	692 17		
" " " "	1899	8,418 53		
" " " "	1900	236 11		
" " " "	1901	8,978 87		
" " " "	1902	448 70		
" " " "	1903			
" " " "	1904	33,076 39		
" " " "	1905			
" " " "	1906			
" " " "	1907			
" " " "	1908	600 00		
" " " "	1909	937 77		
Total.....		*62,786,857 74	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1908-1909, 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 page 78, for the expenditure.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.		Income Expenses.	
		§	cts.	§	cts.
Government expenditure prior to Confederation	1868				
" since	1869				
" "	1870				
" "	1871				
" "	1872				
" "	1873				
" "	1874				
" "	1875				
" "	1876				
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" "	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				
" "	1908				
" "	1909				
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 2, 1909

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868
" " since "	1869
" " " "	1870
" " " "	1871
" " " "	1872
" " " "	1873
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" " " "	1897
" " " "	1898
" " " "	1899
" " " "	1900	1,459,000 00
" " " "	1901
" " " "	1902	5,000 00
" " " "	1903
" " " "	1904
" " " "	1905
" " " "	1906
" " " "	1907
" " " "	1908
" " " "	1909
Total.....		*1464,000 00

* Included in total cost of Intercolonial Railway system, page 61.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA. July 2, 1909.

SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.
(Stikine Teslin Railway.)

Year.	Construction.
	\$ cts.
Government expenditure prior to Confederation	
" since "	1868
" " "	1869
" " "	1870
" " "	1871
" " "	1872
" " "	1873
" " "	1874
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" " "	1907
" " "	1908
" " "	1909
Total	*283,323 55

*Included in Public Accounts Balance Sheet, 1902-1903, page 6.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

NATIONAL TRANSCONTINENTAL RAILWAY.

Year.	Construction.
	\$ cts.
Government expenditure prior to Confederation.....
" " since " 	1868
" " " " 	1869
" " " " 	1870
" " " " 	1871
" " " " 	1872
" " " " 	1873
" " " " 	1874
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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
" " " " 	1908
" " " " 	18,910,449 41
" " " " 	1909
" " " " 	24,892,422 68
 Total.....	 *51,966,750 22

*Agrees with Public Accounts Balance Sheet, 1908-1909, page 4.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

9-10 EDWARD VII., A. 1910

STATEMENT showing amount expended on Capital Account on Railways.

Railways.	—	—
	\$ cts.	\$ cts.
Intercolonial.....	81,243,715 70	
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.....	819,000 00	
		90,994,664 06
Carleton Branch.....		48,410 48
Prince Edward Island.....		8,259,033 59
Canadian Pacific.....		62,786,857 74
Annapolis and Digby.....		660,683 09
Yukon Territory Works (Stikine-Teslin Ry.).....		283,323 55
National Transcontinental.....		51,966,750 22
Governor General's car.....		56,538 82
Hudson Bay Railway Surveys.....		92,427 83
Total.....		215,148,689 38
<i>Memo. re Recapitulation—Railways.</i>		
Total cost as per statement above.....		215,148,689 38
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 61.....		296,872 90
Agreeing with total of Construction, as per statement, page 75.....		215,445,562 28

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

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	585,749 01	3,226,260 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	6,534,598 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	6,509,186 49
" " "	1908	23,684,005 25	9,595,295 43	9,534,569 04
" " "	1909	29,414,227 34	9,764,586 51	8,894,420 42
Total		*215,485,562 28	149,554,151 39	137,509,229 14

*Total amount paid on Construction § 215,485,562 28
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 †\$215,445,562 28

† Agreeing with amount expended on Capital Account on Railways, see page 74.

W. C LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

9-10 EDWARD VII., A. 1910

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

Year ending.	Chargeable to Capital.	CHARGEABLE TO INCOME.				CHARGEABLE TO REVENUE.			Total Yearly Expenditure
	Canals.	Canals.	Railways.	General.	Canals.	Railways.	General.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1868.				6,305 66	12,000 00		2,416 66	20,722 32	
1869.				8,367 52	12,000 00		1,000 00	21,367 52	
1870.				7,853 03	18,698 89		7,679 78	34,231 70	
1871.				34,773 72	12,018 98			46,792 70	
1872.				20,049 50	12,208 76			32,258 26	
1873.				36,891 74	12,099 44		6,889 20	55,880 38	
1874.				40,098 84	12,959 25		5,428 98	58,487 07	
1875.				35,579 24	12,047 43		5,620 17	53,246 84	
1876.				42,920 10	86 08		5,690 28	48,696 46	
1877.					51 87	43,639 97		43,691 84	
1878.		1,860 00			556 00		34,388 59	36,804 59	
1879.									
1880.		2,561 55			323 16			2,884 71	
1881.		2,338 41			5,535 22			7,873 63	
1882.					9,826 23			9,826 23	
1883.		11,781 27			6,978 54			18,759 81	
1884.		7,486 62	62,256 58		8,305 41			78,048 61	
1885.		16,725 47	11,003 38		1,210 61			28,939 46	
1886.		20,323 62	10,383 59		776 30			31,483 51	
1887.		20,873 21	23,545 34		649 04			45,067 59	
1888.		34,533 07	22,898 90		5,799 83			63,231 80	
1889.		10,091 87	16,552 64		5,207 64			31,852 15	
1890.		16,426 69	50,909 74		49,550 21			116,886 64	
1891.		16,925 31	16,314 41		56,922 05			90,161 77	
1892.		6,540 49	19,062 51		65,074 07			90,677 07	
1893.		8,498 41	4,313 73	28,640 93	63,965 54			105,418 61	
1894.		4,178 85	4,855 11	15,746 31	60,265 22			85,045 49	
1895.		10,695 48	13,221 27	19,304 87	60,769 56			103,991 18	
1896.		10,893 40	6,562 20	25,194 21	70,340 22			112,990 03	
1897.		2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87	
1898.		1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17	
1899.		1,318 79	67,005 86	22,085 19	66,850 29			157,260 13	
1900.		11,873 35	33,496 99	22,802 18	58,836 57			127,009 09	
1901.		12,267 99	28,658 78	33,986 68	61,938 61			136,852 06	
1902.		3,658 23	21,752 58	34,138 50	65,770 65			125,319 96	
1903.		2,491 84	15,570 43	35,398 00	63,175 19			116,636 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	
1908.	14,999 70	24,760 08	178,266 39	45,115 99	105,518 99			368,661 15	
1909.	5,034 00	28,819 54	604,483 02	20,912 04	106,065 87			725,815 31	
	20,033 70	316,657 62	1,598,554 99	735,940 48	1,482,448 35	45,039 97	69,711 05	4,228,887 00	

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

SESSIONAL PAPER No. 20

RECAPITULATION—RAILWAYS AND CANALS, TO MARCH 31, 1909.

EXPENDITURE.

<i>Chargeable to Capital Account—</i>			
Railways, <i>see</i> Statement page 74	.....	\$ 215,148,689	38
Canals " " 56 and 76	.....	95,331,742	73
			\$ 310,480,432 11
<i>Chargeable to Consolidated Fund—</i>			
* Railway Subsidies as per Statement page 78	.....	\$ * 39,402,019	23
<i>Income Account—</i>			
Intercolonial Railway	<i>see</i> page 60	\$ 280,000	00
Add transferred from Capital	" 61	296,872	90
Railways	" 76	1,598,554	99
Canals	" 56	5,761,635	79
"	" 76	316,657	62
General, Railways and Canals	" 76	735,940	48
			8,989,661 78
<i>Revenue Account—</i>			
Canals—Operating and maintaining staff, <i>see</i> page 56	\$ 11,180,264	99	
Canals—Repairs, <i>see</i> page 56	8,997,109	92	
" " 76	1,482,448	35	
Railways—Working expenses, <i>see</i> page 75	149,554,151	39	
" " 76	45,039	97	
General—Railways and Canals	" 76	69,711	05
			171,328,725 67
			219,720,406 68
Total expenditure on Railways and Canals	.....	\$ 530,209,838	79

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

RAILWAYS.

Capital Account	.....	\$ 215,148,689	38
Consolidated Fund	.....	191,176,638	48
			\$ 406,325,327 86

CANALS.

Capital Account	.....	\$ 95,331,742	73
Consolidated Fund	.....	27,738,116	67
			\$ 123,069,859 40

Total..... \$ 529,395,187 26

GENERAL, COMMON TO BOTH.

Consolidated Fund..... \$ 805,651 53

Total expenditure on Railways and Canals..... \$ 530,209,838 79

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to March 31, 1909 (for details *see* page 75) \$ 137,509,229 14

Canals " " " " " " 56). 13,962,969 86

Total revenue, Railways and Canals..... \$ 151,572,199 00

* 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 Vict., cap. 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, 1898-1909, and page 79, 1908).

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

9-10 EDWARD VII., A. 1910

STATEMENT showing Subsidies Voted for Railways as to which Contracts have

SUBSIDIES VOTED.		RAILWAYS.		July 1, 1883, to June 30, 1902.
Authority.	Amount.			
	\$ cts.			\$ cts.
		Brought forward.....		6,451,812 84
48-9 Vic., c. 59	118,400 00	New Brunswick and Prince Edward Island, N. B. . . .		118,440 00
50-1 " 24	217,600 00	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Ry., Quebec.....		217,600 00
49 " 10	11,200 00	L'Assomption Railway, Quebec.....		11,200 00
49 " 10	32,000 00			
50-1 " 24	96,000 00	} Great Eastern Railway, Quebec.....		40,345 00
56 " 2	64,000 00			
53 " 2	37,500 00			
17 " 8	} 160,000 00	} Irondale, Bancroft and Ottawa Railway, Ontario.....		144,000 00
52 " 3				
49 " 10				
50-1 " 24	6,400 00	} Buctouche and Moncton Railway, N. B.....		101,600 00
47 " 8				
52 " 3	51,200 00	Albert Southern Railway, N. B.		50,460 00
56-1 " 24	65,200 00	} Lake Temiscamingue Colonization Railway, Quebec..		310,335 95
57-8 " 4	274,940 00			
49 " 10	38,400 00	} Joggins Railway, N.S.....		37,500 00
50-1 " 24	4,000 00			
45 " 14	240,000 00	} Temiscouata Railway, N. B., and Quebec.....		645,950 00
48-9 " 58	258,000 00			
51 " 3	100,000 00			
53 " 2	51,200 00			
48-9 " 59	44,800 00	} Leamington and Saint Clair Railway, Ontario.....		51,200 00
50-1 " 24	6,400 00			
49 " 10	16,000 00	Toronto, Grey and Bruce Railway, Ontario.....		14,656 00
50-1 " 24	22,400 00	Dominion Lime Co., Quebec.....		15,360 00
49 " 10	} 256,000 00	} West Ontario Pacific Railway and Ontario and Quebec Railway		256,000 00
53 " 2				
50-1 " 24	96,000 00	} Drummond County Railway, Quebec.....		423,936 00
52 " 3	14,400 00			
53 " 2	76,800 00			
57-8 " 4	96,000 00			
48-9 " 59	} 128,000 00	} Brockville, Westport and Saut Ste. Marie Ry., Ont..		105,200 00
53 " 2				
54-5 " 8	64,000 00			
57-8 " 4		} Montreal and Lake Maskinongé Railway, Quebec....		41,280 00
49 " 10	32,000 00			
53 " 2	10,200 00			
50-1 " 24	54,400 00	South Norfolk Railway, Ontario.....		54,400 00
50-1 " 24	51,200 00	Guelph Junction Railway, Ontario.....		46,000 00
48-9 " 59	} 22,400 00	} Belleville and North Hastings Railway, Ontario.....		21,888 00
49 " 10				
49 " 10	108,800 00	} Hereford Railway, Quebec.....		155,200 00
52 " 3	48,000 00			
50-1 " 24	118,400 00	} Lake Erie and Detroit River Railway Ontario.....		475,851 00
55-6 " 5	224,000 00			
62-3 " 7	*			
50-1 " 24	62,400 00	Beauharnois Junction Railway, Quebec.....		62,400 00
56 " 2				
50-1 " 24	138,400 00	} St. Catharine and Niagara Central Railway, Ontario..		38,400 00
55-6 " 5	108,000 00			
57-8 " 4	108,800 00			
52 " 3	30,000 00	Fredericton and St. Mary's Railway Bridge Co., N. B. .		30,000 00
50-1 " 24	9,600 00	Harvey Branch Railway Co., N. B.....		5,553 57
55-6 " 5	} 240,000 00	} Nova Scotia Central Railway Co., N.S.....		235,200 00
61 " 1				
50-1 " 24	44,800 00	Cumberland Railway and Coal Co., N.S.....		39,850 00
52 " 3	19,200 00	Pontiac and Renfrew Railway Co., Ontario.....		13,600 00
52 " 3	54,400 00	} Thousand Islands Railway Co., Ontario.		29,840 00
63-4 " 8	*			
		Carried forward.....		10,240,058 36

SESSIONAL PAPER No. 20

been entered into and Payments made up to March 31, 1909—Continued.

PAYMENTS.							Total, March 31, 1909.
1902-03.	1903-04.	1904-05.	1905-06.	1906 07.	1907-08.	1908 09.	
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
37,777 20			86,016 00	67,712 00	385,981 09	55,449 60	7,084,748 73
							113,440 00
							217,600 00
							11,200 00
							40,345 00
							144,000 00
							101,600 00
							50,460 00
							310,335 95
							37,500 00
							645,950 00
							51,200 00
							14,656 00
							15,360 00
							256,000 00
							423,936 00
				35,600 00			140,800 00
							41,280 00
							54,400 00
							46,000 00
							21,888 00
							155,200 00
							475,851 00
							62,400 00
							38,400 00
							30,000 00
							5,553 57
							235,200 00
							39,850 00
							13,600 00
							29,840 00
37 777 20			86,016 00	103,312 00	385,981 09	55,449 60	10,908,594 25

9-10 EDWARD VII., A. 1910

STATEMENT showing Subsidies voted for Railways as to which Contracts have

SUBSIDIES VOTED.		RAILWAYS.		
Authority.	Amount.		July 1, 1883, to June 30, 1902.	
	§ cts.		§ cts.	
		Brought forward.	15,134,137 18	
60-61 Vic., c. 5	3,630,000 00	Canadian Pacific Railway Co., B.C. (Crow's Nest Pass)	3,321,774 00	
60-61 " 4	500,000 00	Grand Trunk Ry. Co., "Victoria Jubilee Bridge," Que.	500,000 00	
63 " 3		International Ry. of New Brunswick formerly Resti-		
*		gouche and Western Ry. Co.	46,930 00	
*	*	East Richelieu Railway Co., Quebec.	69,952 00	
*	*	South Shore Railway, (Quebec, Montreal and Southern)	119,290 19	
*	*	Pembroke Southern Railway, Ontario.	64,000 00	
*	*	Massawippi Valley Railway Co., Quebec.	5,376 00	
*	*	Inverness and Richmond Co., N.S., now Inverness Ry.		
*	*	and Coal Co.	219,600 00	
*	*	Canadian Northern Railway Co., Ontario, Manitoba		
*	*	and N.W.T.	1,477,491 00	
*	*	Canadian Pacific Railway Co. (Pipestone Branch).	160,000 00	
*	*	Central Ontario Railway Co., Ontario.	67,200 00	
*	*	Midland Railway Co., N.S.	170,264 00	
62-3 Vic., c. 7	1,000,000 00	Quebec Bridge Co., Quebec.	242,000 00	
63-4 " 8		*	St. Mary River Railway Co., N.W.T.	75,000 00
60-1 Vic., c. 4	212,500 00	Pontiac and Pacific and Ottawa and Gatineau Ry.		
63-4 " 2		Co. (Interprovincial Bridge over Ottawa River).	212,500 00	
1 Ed. VII., c. 7	*	Atlantic and Lake Superior Railway, Quebec.	14,800 00	
1 " 7	*	Montreal and Province Line Railway, Quebec.	58,560 00	
62-3 Vic., c. 7	*	York and Carleton Railway, N.B.	15,336 00	
62-3 " 7	*	Algoma Central and Hudson Bay Railway, Ontario.	380,624 00	
63-4 " 8		*	Cape Breton Extension Railway, N.S.	
1 Ed. VII., c. 7		*	Can. Pacific Ry. Co. (Kootenay and Arrowhead Br'ch).	
*	*	" (Selkirk Branch).		
*	*	" (Dymont Branch).		
*	*	" (Waskada Branch).		
*	*	Manitoulin and North Shore Railway Co., Ont.		
*	*	Bay of Quinté Railway, Ont.		
*	*	Bruce Mines and Algoma Railway, Ont.		
*	*	Maganetawan River Railway Co., Ont.		
*	*	The Canadian Northern Quebec Ry., formerly Chateau-		
*	*	gnay and Northern Ry., Quebec.		
*	*	Canadian Pacific Ry. Co. (Pheasant Hill Branch).		
*	*	Halifax and South-western Railway Co. N.S.		
*	*	Northern Colonization Railway Co., Quebec.		
*	*	New Brunswick Coal and Railway Co. N.B.		
*	*	Schomberg and Aurora Railway Co., Ont.		
*	*	Lindsay, Bobeaygeon and Pontypool Ry. Co., Ont.		
*	*	Middleton and Victoria Beach Ry. Co., N.S.		
*	*	Beersville Coal and Railway Co., N.B.		
3 Ed. VII., c. 57	*	Nicola, Kamloops and Similkameen Coal and Ry. Co.		
4 " 34	*	Canadian Pacific Railway (Staynerville Branch).		
6 " 43	*	Klondike Mines Railway.		
6 " 43	*	Kettle River Valley Ry. Co., B.C.		
6 " 43	*	Colchester Coal and Ry. Co., N.S.		
3 " 57	*	Minudie Coal Co., N.S.		
6 " 43	*	Atlantic, Quebec and Western Ry. Co., Quebec.		
6 " 43	*	Napierville Jct. Ry. Co., Quebec.		
6-7 " 40	*	Edmonton, Yukon and Pacific Ry. Co., Alberta.		
6-7 " 40	*	Canadian Northern Ontario Ry. Co., formerly James		
		Bay Ry. Co., Ont.		
		Carried forward.	22,380,780 37	

† Of this amount \$16,164 43 were in connection with subsidy to Montreal and Sorel Railway.

SESSIONAL PAPER No. 20

been entered into and Payments made up to March 31, 1909—Continued.

PAYMENTS.							Total March 31, 1909.
1902 1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.	1907-1908.	1908-1909.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
141,937 20	131,968 00	38,250 00	131,780 50	103,312 00	414,352 29	55,449 60	16,151,186 77
60,000 00							3,404,720 00
							500,000 00
	30,208 00		50,070 07	51,200 00		189,849 60	368,257 67
						43,414 55	69,952 00
	80,494 16	3,456 46					1216,655 36
							64,000 00
							5,376 00
91,775 53	57,170 44						368,545 97
57,485 00	374,156 00						1,909,132 00
							160,000 00
					76,861 36	35,404 64	179,466 00
190,186 30	1,750 00			4,967 70	31,892 40		399,060 40
132,353 33							371,353 33
	40,960 00	32,134 00					148,094 00
							212,500 00
52,353 98	37,000 00	42,336 86		1,521 82			144,969 02
							58,560 00
					14,560 00		32,896 00
202,912 00		341,440 00					924,976 00
65,280 00	117,120 00						182,400 00
42,771 00	17,812 85	4,176 15	89,076 00				153,866 00
83,200 00							83,200 00
22,336 00							22,336 00
50,480 00	13,520 00						64,000 00
32,000 00							32,000 00
19,200 00	49,920 00			72,602 45			141,722 45
28,800 00		25,120 00					53,920 00
3,552 00							3,552 00
	191,595 00		116,000 00	84,224 75			391,819 75
	378,624 00	56,576 00					435,200 00
	185,422 00	291,842 00	176,512 00	268,107 20	316,567 73		1,238,450 93
	58,384 00		75,376 00			68,320 00	202,080 00
	48,000 00						48,000 00
	46,144 00						46,144 00
		185,173 06					185,173 06
		47,789 00	50,303 80	27,667 20			125,760 00
		20,731 00					20,736 00
			110,592 00		190,208 00		300,800 00
				9,600 00	3,424 00		13,024 00
				96,000 00	101,184 00		197,184 00
					97,771 52		97,771 52
					12,800 00		12,800 00
					18,544 00		18,544 00
					64,000 00	92,672 00	156,672 00
					173,440 00		173,440 00
					91,200 00		91,200 00
			651,264 00	420,608 00	244,224 00	556,864 00	1,872,960 00
1,276,622 34	1,860,278 45	1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,041,974 39	32,087,456 23

a Amount actually paid after deductions amounting to \$1,521.82 made in 1905-06 (being for refunds, duplicate claims, &c.) from the total of \$146,490.84, previously reported, for which cheques had issued.

‡ Refunds for duplicate claims and claims still unpaid.

9-10 EDWARD VII., A. 1910

STATEMENT showing Subsidies voted for Railways as to which Contracts have

SUBSIDIES VOTED.		RAILWAYS.	July 1, 1833 to June 30, 1902.	
Authority.	Amount.			
	\$ cts.		\$ cts.	
		Brought forward.....	22,380,780	37
7-8 Ed. VII., c. 63	*	Maritime Coal and Ry. Co.....		
7-8 " 63	*	St. Mary and Western Ontario Ry. Co.....		
7-8 " 63	*	North Shore Ry. Co.....		
7-8 " 63	*	St. Maurice Valley Ry. Co.....		
7-8 " 63	*	Grand Trunk Pacific Ry. Co.....		
			22,380,780	37
	186,600 annually for 20 years.	Atlantic and North-western Railway.....	2,425,800	00
37 Vic., ch. 14	} 1,525,250 00	Canada Central Railway.....	1,525,250	00
46 " 2				
47 " 8	} 1,500,000 00	Canadian Pacific, extension.....	1,500,000	00
48-9 " 58				
		Totals.....	27,831,830	37

* 60-61 Victoria, Cap. 4, 62-63 Victoria, Cap. 7, 63-64 Victoria, Cap. 8, 1 Edward VII, Cap. 7, 40, and 7-8 Edward VII., Cap. 63, authorize \$3,200 per mile subsidy if the cost does not average of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 2, 1909.

SESSIONAL PAPER No. 20

been entered into and Payments made up to March 31, 1909—*Concluded.*

PAYMENTS.							Total March 31, 1909.
1902-1903.	1903-1904.	1904-1905	1905-1906.	1906-1907.	1907-1908.	1908-1909.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1,276,622 34	1,860,278 45	1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,041,974 39	32,087,456 23
						3,200 00	3,200 00
						67,344 00	67,344 00
						6,880 00	6,880 00
						112,640 00	112,640 00
						367,249 00	367,249 00
1,276,622 84	1,860,278 45	1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,599,287 39	32,647,769 23
186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	3,732,000 00
							1,525,250 00
							1,500,000 00
1,463,222 34	2,046,878 45	1,275,629 53	1,637,574 37	1,323,367 48	2,037,629 30	1,785,887 39	34,402,019 23

3 Edward VII, Cap. 57, 4 Edward VII., Cap. 34, 6 Edward VII., Cap. 43, 6-7 Edward VII., Cap. more than \$15,000 per mile, if over that amount, a further sum of fifty per cent on so much exceeding in the whole the sum of \$6,400 per mile.

W. C. LITTLE,
Accountant.

PART II

STATEMENTS

OF THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1908-'09

SHOWING

- (1) Guarantee agreements entered into for railway construction.
- (2) Money subsidy agreements with railway companies.
- (3) Contracts entered into during the year.
- (4) Leases of water-powers and properties granted.
- (5) Property conveyed by the Crown and lands conveyed to the Crown.
- (6) Damages released.

9-10 EDWARD VII., A. 1910

GUARANTEE AGREEMENTS for the Construction of Railways

Number of Agreement.	Date of Signature.	Railway Company.	Line of Railway.
17331	Oct. 21, 1908	Canadian Northern Railway Company.	(1) From Regina to Western boundary of Manitoba . . . (2) From Saskatoon towards Calgary..... (3) From Prince Albert to Battleford..... (4) From Western boundary of Manitoba towards Ros- thern. (5) An extension of the Rossburn line from the Western boundary of Manitoba, in a northwesterly direc- tion.

SESSIONAL PAPER No. 20

entered into during the fiscal year ended March 31, 1909.

AUTHORITY FOR EXECUTION.		Amount of Guarantee.	No. of Miles Covered by Agreement.
Act of Parliament.	Order in Council.		
Can., 1908, c. 11	Oct. 9, 1908.	Principal and interest on securities to the extent of \$13,000.00 per mile.	(1) 150 43-100 miles. (2) 175 miles. (3) 132 miles. (4) 100 miles. (5) 50 miles.

H. F. ALWARD,
Departmental Solicitor.

9-10 EDWARD VII. A. 1919

SUBSIDY AGREEMENTS for the construction of Railways

No. of Contract.	Date of Signature.	Railway Company.	Line of Railway or work Subsidized.	AUTHORITY FOR EXECUTION.	
				Act of Parliament.	Order in Council.
17349	Oct. 26, 1908	Canadian Northern Quebec Ry. Co.	From point at or near Arundel to point in municipality of United Townships of Preston and Hartwell 30 miles; and for line connecting its Montfort & Gatineau line with the main line at St. Jérôme, 15 2 miles.	Can., 1908, c. 63	Aug. 31, 1908.
17479	Jan. 8, 1909	Canadian Pacific Railway Company.	From Moosejaw in a northwesterly direction.	Can., 1908, c. 63	Dec. 13, 1908.
17495	Jan. 23, 1909	Canadian Northern Ontario Ry. Co.	From Toronto via the E. side of Lake Simcoe to a point at, near or beyond Sudbury, through Parry Sound.	Can., 1907, c. 40	Dec. 10, 1908.
17513	Feb. 4, 1909	"	From Sudbury Junction to Hutton Mines.	Can., 1908, c. 63	Jan. 18, 1909.
17151	May 27, 1908	Esquimalt & Nanaimo Ry. Co.	From Wellington to or towards Union Bay by way of Alberni.	Can., 1907, c. 40	Mar. 30, 1908.
17337	Oct. 19, 1908	Grand Trunk Pacific Ry. Co.	Branch lines from line of National Transcontinental Railway to Port Arthur and Fort William.	Can., 1908, c. 63	Oct. 9, 1908.
17238	Aug. 24, 1908	International Ry. Co. of New Brunswick.	From western end of the 20 miles as already constructed from Campbellton, to point on St. John River.	Can., 1908, c. 63	Aug. 3, 1908.
17330	Oct. 23, 1908	Kettle River Valley Ry. Co.	From Carmi to Penticton.....	Can., 1908, c. 63	Oct. 22, 1908.
*17273	June 3, 1907	Midway and Vernon Ry. Co.	From Midway to Vernon.....	Can., 1907, c. 40	May 6, 1907.
17412	Dec. 2, 1908	Maritime Coal, Railway & Power Co.	From Joggins' Mines to point on Bay of Fundy.	Can., 1908, c. 63	Nov. 14, 1908.
17461	Dec. 31, 1908	Margaree Coal & Railway Co., Ltd.	From point at or near Orangedale on I. C. Ry., etc.	Can., 1908, c. 63	Dec. 19, 1908.
17446	Dec. 22, 1908	North Shore Ry. Co.	From Main line to Mount Carlyle.	Can., 1908, c. 63	Nov. 21, 1908.
17530	Feb. 25, 1909	Quebec, Montreal & Southern Ry. Co.	From Yamaska to point in county of Lotbinière and from Mount Johnson to St. Grégoire Station.	Can., 1908, c. 63	Dec. 5, 1908.
17289	Oct. 2, 1908	St. Maurice Valley Ry. Co.	From Three Rivers to Grand Merc.	Can., 1908, c. 63	Aug. 11, 1908.
17296	Oct. 3, 1908	St. Mary's and Western Ont. Ry. Co.	From Woodstock to Exeter.....	Can., 1908, c. 63	Sept. 26, 1908.
17433	Dec. 7, 1908	Vancouver & Lulu Island Railway.	From Eburn on its main line to New Westminster.	Can., 1908, c. 63	Nov. 6, 1908.

*Too late for last year's report.

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entered into during the fiscal year ended March 31, 1909.

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 lineal yard.	Date for Completion.
Per Mile.	Not exceeding.								
\$	\$		Feet	Feet.	Feet.	Feet.	Feet.	Lb.	
3,200	6,400	45.2	52.80	859.9	50	20	15	56	Aug. 1 1908
3,200	6,400	123	52.80	1,433	50	20	14	56	Dec. 31, 1910
3,200	6,400	2.5	52.80	8°	50	20	15	56	Dec. 31, 1909
3,200	6,400	30	40	574	50	20	15	56	Dec. 31, 1909
3,200	6,400	55	80	573	50	20	14	56	Aug. 1, 1911
3,200	6,400	220	31.68	955.4	50	20	15	80 used.	Dec. 1, 1910
3,200	6,400	90	80	573	50	20	15	56	Aug. 1, 1910
3,200	6,400	50	24	573	50	20	15	56	Aug. 1, 1912
3,200	6,400	150	106	478	50	20	15	56	Dec. 1, 1909
3,200	6,400	1	85	1146	50	20	15	56	Apr. 1, 1909
3,200	6,400	50	80	1,146	50	20	15	56	Dec. 31, 1910
3,200	6,400	2½	105.6	819	50	20	15	56	Aug. 31, 1909
3,200	6,400	71½	16	4,000	50	20	15	56	Aug. 1, 1910
3,200	6,400	28	70	575.7	50	20	15	56	July 31, 1910
3,200	6,400	45	52.80	716.8	60	20	15	56	Oct. 1, 1910
3,200	6,400	9.65	26	1,146	50	20	14	56	Mar. 31 1909

H. F. ALWARD,
Departmental Solicitor.

CONTRACTS entered into during the Fiscal Year ended March 31, 1909.

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	Description.
1908.			
170 7	Apl. 1.	J. W. Dobson.....	Construct concrete bridge masonry at Pine Tree Creek, N.S.
17070	" 2.	Silliker Car Company, Ltd.....	Deliver 50, 60,000-lbs. box cars.
17071	" 2.	Hamilton Bridge Works, Co., Ltd..	Deliver Pine Tree, Upper Cross Creek and Subway Bridges.
17085	" 7.	Rhodes, Curry & Company.....	Deliver 1800, 33 in. car wheels.
17088	" 14.	S. S. Ryan.....	Deliver Hard Pine Timber for 1908.
17099	" 22.	Reid and Archibald.....	Erect bridge at Renous River, N.S.
17100	" 22.	J. W. Dobson.....	Construct hard pine trestle bridge at Sydney, N.S.
17130	May 11.	A. Peveril.....	Erect fencing on District 10, Dartmouth to Windsor, N.S.
17131	" 12.	J. H. Holmes & H. W. Holmes....	Erect fencing on District 14, Loggieville to Fredericton, N.B.
17136	Apl. 11.	J. L. Richardson.....	Deliver 500, 33 in. cast iron chilled wheels.
17137	May 13.	The Shives Lumber Company.....	Construction and operation of sidings at Athol Mills, N.B.
17150	" 29.	Dominion Coal Company, Ltd.....	For construction of a hard pine trestle bridge to replace overhead through plate girder bridge and wooden trestle and for raising of present embankment at Sydney, C.B.
17161	June 6.	Zenon Ouellet.....	Erect extension to freight shed and platform at Ste. Flavie, Que.
17163	" 8.	Rhodes, Curry & Company.....	Deliver 70 cast iron chilled wheels for snow-ploughs.
17175	" 23.	Canada Electric Company, Ltd.....	Wiring of station and platform at Amherst, N.S.
17176	" 26.	Cloutier & Gaudreau.....	Erect suspension foot bridge at Rivière du Loup, Que.
17182	July 2.	Canadian Iron & Foundry Co.....	Deliver 2,700, 33 in. cast iron chilled wheels.
17216	" 25.	City of Sydney.....	Supply water.
17217	" 27.	Crossen Car Co.....	Deliver 3, vestibule, 2nd-class sleeping cars.
17223	Aug. 5.	Dominion Car & Foundry Co.....	100 all steel Otis-Side-Dump cars.
17227	" 5.	Wm. P. McNeil Co.....	Deliver 2, 75-foot, through turntables.
17230	" 8.	Cloutier & Gaudreau.....	Erect dwelling house for agent at Ste. Rosalie, Que.
17234	" 24.	Rhodes, Curry & Company.....	Deliver 4 2nd-class sleeping cars.
17237	" 24.	New Brunswick Wire Fence Co., Ltd.	Erect fencing on Districts St. Rosalie to Chaudière, etc.
17239	" 28.	Emile Dubé.....	Construct basement, etc., for new train service building at Chaudière Jet.
17241	" 28.	McNeil & McLellan.....	Construct car cleaners' building at Sydney Mines, C.B.
17257	Sept. 10.	McTomney & Craig.....	Installation of water closets and toilet accommodation in station building at Bathurst, N.B.
17259	" 15.	Jos. Goulett & Jas. Culligan, Jr....	Erection of freight shed and platform at Campbellton, N.B.
17278	" 28.	Cloutier & Gaudreau.....	Erect addition to station at De Lotbinière, Que.
17279	" 28.	Zenon Ouellet.....	Erect brick oil house at Campbellton, N.B.
17281	" 28.	Jos. Goulett and Jno. H. Goulett....	Erect extension to freight shed and platform at St. Jean Port Joli, Que.
*17283	Mch. 23.	Town of Levis.....	Supply water.
17281	Sept. 30.	P. Campbell & Co.....	Installation of hot water heating plant in station building at Norton, N.B.
17295	Oct. 2.	Whiting Foundry Equipment Co....	Supply and erect one hand power travelling crane in new power house at Moncton, N.B.
17302	" 5.	Emil A. Wallberg.....	Erect boiler room at new engine house at Halifax, N.S.
17305	" 10.	H. G. Hagen.....	Install hot water heating plant in station building at Springhill Jct., N.S.
17317	" 15.	Clarence E. Reid.....	Enlarge existing freight shed and install heating apparatus in station at Pugwash, N.S.
17319	" 17.	Jno. McLanes & Son, Ltd.....	Erect new freight telegraph office at Jct. of Halifax and Southwestern Railway with I. C. Ry at Halifax, N.S.
17326	" 5.	Silliker Car Co.....	Deliver 3 vestibule 2nd-class sleeping cars.
17327	" 20.	Polson Iron Works, Ltd.....	Supply and erect steam boiler at Newcastle, N.B.
17336	" 23.	Robert L. Young.....	Erect combined station and freight shelter at Zionville, N.B.
17348	" 24.	Robert S. Low.....	Construct concrete platforms at Amherst, Antigonish and Sackville stations.
17350	" 24.	Canadian Iron & Foundry Co., Ltd..	Supply 2,000 33 in. car wheels.

SESSIONAL PAPER No. 20

CONTRACTS entered into During the Fiscal Year, &c.—Continued.

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	Description.
1908.			
17368	Nov. 2	Jos. & Jas. A. Goulett.....	Erect freight shed at Beaver Brook, N.B.
17369	" 2	Jas. A. Goulett.....	Erect freight shed and platform at Bathurst, N.B.
17374	" 7	F. L. Dixon.....	Erect coal shed and trestle at Mulgrave, N.S.
17391	" 20	Canadian General Electric Co., Ltd...	Install electric lighting plant at Stellarton, etc.
17395	" 20	H. Swim and F. D. Swim.....	Erection of combined freight shed and baggage and oil room and enlargement of station at Doaktown, N.B.
17396	" 23	Cloutier & Gaudreau.....	Extension to freight shed and platform at St. Romuald, Que.
17399	" 25	B. F. Sturtevant Co.....	Supply and install hot air heating apparatus in new shops at Moncton, N.B.
17408	Dec. 2	Builders' Woodworking Co., Ltd...	Erect freight house at Sackville, N.B.
17409	Nov. 23	Geo. St. Pierre & Co.....	Brick stores and office building at Rivière du Loup, Que.
17417	Dec. 10	R. L. Young.....	Erect freight shed and addition to station at Cross Creek.
17418	" 9	S. B. Fournier.....	Install hot water heating plants in station buildings at Matapedia and Amqui, Que.
17421	" 12	Florian Dumont.....	Erection of extension to existing freight shed at St. Eloi, Que.
17423	" 12	J. H. McKay.....	Construction and erection of a combined station and dwelling at Scoudouc, N.B.
17425	" 12	Fred. Forrester.....	Erection, etc., of an addition to station at Bloomfield N.B.
17426	" 10	Frank W. Wilson.....	Construction of highway and cribwork protection to Leper Brook at Truro, N.S.
17443	" 19	Auguste C. Lavoie	Erection of combined station, dwelling and platforms at MacKenzie, Que.
17445	" 22	Emil A. Wallberg.....	Erect steam heating plant in freight car repair shop, planing mill, stores and office building and oil house at Halifax, N.S.
17447	" 22	Frank Wilson.....	Install heating system in Superintendent's dwelling at Campbellton, N.B.
17448	" 22	Frank Wilson.....	Extension to water supply system at Mulgrave, N.S. and Campbellton, N.B.
17449	" 22	Joseph Gosselin.....	Erect car repair shop at Chaudière Jet.
17453	" 24	St. John Iron Works, Ltd.....	Erect iron smoke stack on engine house at St. John, N.B.
1909.			
17462	Jan. 9	Thos. R. Anderson & Ephraim Le Blanc.....	Erect station, dwelling, freight room and platforms at Upper Blackville, N.B.
17463	" 9	Zenon Ouellet.....	Erect extension to freight shed and platform at Rimouski, Que.
17474	" 12	Cloutier & Gaudreau.....	Erection of combined freight and baggage building and a combined coal oil and privy building with necessary platforms at St. Cyrille, Que.
17477	" 11	Shedden Forwarding Co., Ltd.....	For the cartage of freight in the City of Montreal, Que.
17478	" 9	Rhodes, Curry & Company.....	Erect brick car repair shop and planing mill at Halifax, N.S.
17485	" 18	A. Thomas & Son.....	Smoke stack at Chaudière Jet.
17518	Feb. 1	Quebec & Levis Ferry Co., Ltd.....	For transfer of baggage and mails from Levis to Quebec and vice-versa, and for the transfer of freight and ice at Levis
17519	" 1	Oxford Foundry and Machine Co..	Installation of a hot water heating apparatus and water closets in the station at Oxford, N.S.
17528	" 18	Zenon Ouellet.....	Erection of ice house at Ste. Flavie, Que.
17531	" 18	Frank E. Jones.....	Electric wiring freight sheds at St. John, N.B.
1908.			
17532	July 1	Employers' Liability Assurance Co. Ltd.	Insuring His Majesty's property against loss and damage through the dishonesty or neglect of duty of certain of his employees or officers.
1909.			
17566	Mch. 10	Chappell Bros. & Company, Ltd...	Remodelling and enlarging station at Boiesdale, N.B.
17600	" 22	Canada Foundry Company, Ltd.....	Supply, etc., 6 steam boilers, 3 at Halifax and 3 at Rivière du Loup.
17602	" 24	S. S. Ryan.....	Deliver Long Leaf Southern Hard Pine Timber for 1909.
17608	" 27	J. A. Blouin.....	Erection of fencing along line of I. C. Ry.
17609	" 27	Modern Steel Structural Company.	Supply, etc., Two 60-ton, 4-motor, electric travelling cranes at Rivière du Loup, Que.

9-10 EDWARD VII., A. 1910

CONTRACTS entered into During the Fiscal Year, &c.—*Continued.*

PRINCE EDWARD ISLAND RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	Description.
1908.			
17212	July 25.	Peter G. Clark.....	Erect station at Belle River.
17213	" 25.	M. F. Schurman & Co., Ltd.....	Erect stations at St. Nicholas, Portage, etc.
17258	Sept. 19.	J. M. Clark.....	Erect extension to freight shed at Souris.
17260	" 19.	Thomas Campbell.....	Construct spur line to Ballast Pit at Surrey.
17285	July 4.	Canada Foundry Company.....	Supply and erect two steam boilers in connection with power house at Charlottetown.
1909.			
17574	Mch. 13.	Canadian Westinghouse Co., Ltd....	Power plant for railway at Charlottetown.

BEAUHARNOIS CANAL.

1909.			
17480	Jan. 7.	Cossette & Clermont.....	Construct works to protect Hungry Bay Dyke.

CARILLON CANAL.

1908.			
17398	Nov. 28.	Quinlan, Robertson and Haney....	Closing up gap in Carillon Dam.

CHAMBLY CANAL.

1908.			
17436	Dec. 15	Jno. G. Poupore & Co.....	Execution of certain works of improvement in the harbour at St. John's, P.Q., at the upper entrance of the Chamby Canal.

CORNWALL CANAL.

1908.			
17211	July 25	Jno. Inglis & Co., Ltd.....	Delivery of a steel gate lifter.
17231	Sept. 15	Thos. A. Nicholson.....	Repairing canal washout.
17303	Oct. 10.	International Portland Cement Co.	Deliver 8,000 barrels of Portland Cement.
17385	Nov. 18.	J. J. & V. S. Fallon.....	Trimming slopes of canal and placing of concrete and stone protection wall at water line on the north side of canal, west of Guard Lock No. 21.
1909.			
17540	Mch. 6.	Vulcan Portland Cement Co., Ltd..	Deliver 1,750 bsrrels of cement.
17568	" 10.	Lakefield Portland Cement Co.....	Deliver cement for Cornwall Canal, etc., etc.

LACHINE CANAL.

1908.			
17039	Apl. 1	Quinlan & Robertson.....	Raising of part of St. Gabriel Basin No. 1.
17103	" 20	Quinlan & Robertson.....	Underpinning and reconstructing wall of side Basin No. 1 and N. wall of Basin No. 2, also paving wharf behind walls.
17148	May 26.	Lakefield Portland Cement Co., Ltd.	Deliver 35,000 barrels of cement.
17291	Oct. 1	Vulcan Portland Cement Company.	Deliver 10,000 barrels of cement.
17351	" 24.	Vulcan Portland Cement Company.	Deliver 20,000 barrels of cement.
17352	" 24.	Canadian General Development Co.	Construct concrete walls and widen canal at St. Henri, P.Q.
1909.			
17540	Mch. 6.	Vulcan Portland Cement Co.....	Deliver 43,500 barrels of cement.
17573	" 8.	Phoenix Bridge & Iron Works, Ltd..	Erect machine shop on Mill Street, Montreal.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year, &c.—Continued.

RIDEAU CANAL.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1908.		
17087	Apl. 14.	Ottawa Lumber Company.....	Timber for 1907-1908.
17177	June 23.	International Portland Cement Co.	Deliver 1,500 barrels Portland Cement.
	1909.		
17538	Mch. 10	Lakefield Portland Cement Co., Ltd.	Deliver cement for Rideau and other canals.

SAULT STE. MARIE CANAL.

	1908.		
17444	Dec. 22	Roger Millar & Sons.....	Construct one pair upper main gates for lift lock of canal.
	1909.		
17535	Mch. 10	Owen Sound Portland Cement Co. Ltd.	Deliver 175 barrels Portland Cement.

SOULANGES CANAL.

	1908.		
17101	Apl. 15	Beauchemin & Co.....	Deliver a steel gate lifting scow.
17124	" 25	Phoenix Bridge & Iron Works, Ltd.	Deliver steel derrick for lifting lock gates of canal.
17415	Dec. 12	Haney, Quinlan & Robertson.....	Lining with concrete certain portions of canal banks.

TRENT CANAL.

	1908.		
17104	Apl. 24.	Canadian General Development Co., Ltd.	Construct Section 3, Ontario-Rice Lake Division.
17105	" 24	Lakefield Portland Cement Co., Ltd.	Deliver 3,000 barrels of cement.
17107	" 24.	Canadian Portland Cement Company	Deliver 12,800 barrels Portland Cement.
17123	May 2	Belleville Portland Cement Co.....	Deliver 10,000 barrels of cement.
17158	Apl. 3	Dennon & Rogers.....	Construct Section 2, Ontario-Rice Lake Division.
17188	July 7.	Belleville Portland Cement Co.....	Deliver 6,000 barrels of cement.
17219	" 7.	Lakefield Portland Cement Co.....	Deliver 6,000 barrels of cement.
17233	Aug. 14	Lakefield Portland Cement Co.....	Deliver 6,000 barrels of cement.
17245	" 25	Canadian Portland Cement Co.....	Deliver 6,000 barrels of cement.
17282	Sept. 28	Hanover Portland Cement Co.....	Deliver 5,000 barrels of cement.
17308	Oct. 5	Dominion Bridge Co., Ltd.....	Supply and erect wagon valves for locks and weirs.
17314	" 10.	Hamilton Bridge Works, Co., Ltd.	Erect steel highway drawbridges at Glen Millar, etc., and one single track steel railway bridge at Glen Ross.
17328	" 30.	Belleville Portland Cement Co.....	Deliver 6,000 barrels of cement.
	1909.		
17456	Jan. 4	Randolph MacDonald Co., Ltd.....	Construct Section 7, Ontario-Rice Lake Division.
17505	" 20.	Jno. Ritchie & Co.....	Construct the Lindsay Section.
17538	Mch. 10.	Lakefield Portland Cement Co.....	Deliver Cement for Trent and other canals.

WELLAND CANAL.

	1908.		
17044	Apl. 1	The Paekard Electric Co., Ltd.....	Deliver 50, 5-K.W. and 5, 25-K.W. transformers.
17143	May 21	W. E. Phin	Remove slides 1 and 2 in deep cut on summit level.
17147	" 21.	Cunningham & Son.....	Supply iron, brass and phosphor bronze castings for 1908.
17232	Aug. 24	M. J. Hogan.....	Deepening of deep water channel along W. pier of Port Colborne Entrance.
17280	Sept. 29.	M. J. Hogan.....	Renewal of portion of W. pier at Port Maitland, Ont.
17410	Dec. 2.	Joseph Battle.....	Construct dock on E. side of canal about 1½ miles south of town of Welland.
17424	" 12	Joseph Battle.....	Construct macadam roadway at Ramey's Bend.
	1906.		
17568	Mch. 10.	Lakefield Portland Cement Co., Ltd.	Deliver cement for Welland and other canals.

*Too late for last year's report.

9-10 EDWARD VII., A. 1910

WATER POWER and other Public Property leased by the Department of
INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
1908.			
17093	Apl. 18	John W. Logan.....	Land at Denmark, county of Colchester, N.S.
17117	May 1	Frank George.....	Land at Folleigh Station, N.S.
17118	" 1	Jos. H. Higgins.....	Land at Amherst, N.S.
17119	" 4	Geo. L. McLean.....	To lay, etc., one 1-inch galvanized iron pipe across lands and tracks of railway at Durham bridge, York county, N.B.
17157	" 18	Trucman Wbeaton.....	Land at Salisbury, N.B.
17224	Aug. 5	Imperial Oil Co.....	To lay, etc., a 24-inch cast iron pipe across lands and under tracks of railway at Bedford, N.S.
17288	Sept. 29	Dr. Henri Lunam.....	To erect, etc., telephone wire across right of way and over main line of railway about 2 miles east of Campbellton, N.B.
17297	Oct. 5	Robert Douglas.....	Land at Moncton, N.B.
17303	" 7	Antigonish & Sherbrooke Telephone Co., Ltd.	To erect, etc., telephone line near Pomquet Station, N.S.
17309	" 12	Bartholemew Rogers.....	To lay, etc., 6-inch sewer pipe across land and under tracks of railway at St. John, N.B.
17318	" 15	Milledge Vanbuskirk.....	Land at Harcourt, Kent county, N.B.
17419	Dec. 10	Ed. Banville.....	Land at Sayabee, County Rimouski, Que.
17430	" 4	G. T. Ry. Co. of Canada.....	Permission to use, jointly with His Majesty, the I.C.Ry. passenger station at Levis, and to run engines and trains over I.C.Ry. tracks between Point Levis and Levis.
17435	" 18	Jno. Fenderson & Co.....	Land at Sayabee, P.Q.
17455	" 22	Antoine Roy and Jos. McClure.....	Land at Isle Verte Station, Temiscouata Co., Que.
1909.			
17482	Jan. 16	Thos. S. Donaldson.....	To lay, etc., 2-inch iron water pipe across right of way at Birch Cove, N.S.
17496	" 25	Town of Sackville.....	To lay, etc., a 12-inch sewer at Sackville, N.B.
17535	Mar. 6	A. A. O'Donnell.....	Parcel of I. C. Ry. land at Carrol's Crossing, Northumberland Co., N.B.
17567	" 10	Dartmouth Ferry Commission.....	To lay, etc., 4-inch terra cotta pipe across lands and under tracks of railway at Dartmouth, N.S.

PRINCE EDWARD

1908.			
17089	Apl. 14	John Lyons.....	Land at Souris East.....
17240	July 20	James McAdam.....	Land at Southport.....
17304	Oct. 7	J. W. Brennan.....	Land on south side of railway wharf at Souris.....
1909.			
17481	Jan. 18	Department Marine and Fisheries..	To erect a boat house on railway land at Cascumpec Bay.....
17498	" 23	J. J. McQuaid.....	Lot or township No. 44, King's county.....

CARILLON

1908.			
17428	Dec. 12	Crawford Ross.....	The Old Carillon Canal: with lands and surplus water from the dam.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1909

RAILWAY.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
				\$	cts.	
1,500 sq. ft.....		During pleasure	April 1, 1908.	5 00	Apl. 1	Apl. 1, 1908
0.9 ac.....		"	1, 1908.	1 00	" 1	1, 1908
1,377 sq. ft.....		"	1, 1908.	5 00	" 1	1, 1908
.....		"	1, 1908.	1 00	" 1	1, 1908
0.05 ac.....		"	May 1, 1908.	5 00	May 1	May 1, 1908
.....		"	Nov. 1, 1908.	5 00	Nov. 1	Nov. 1, 1908
.....		"	Sept. 1, 1908.	1 00	Sept. 1	Sept. 1, 1908
440 sq. ft.....		"	July 1, 1908.	1 00	July 1	July 1, 1908
.....		"	1, 1908.	1 00	" 1	1, 1908
.....		"	1, 1908.	1 00	" 1	1, 1908
0.51 ac.....		"	1, 1908.	1 00	" 1	1, 1908
208 sq. ft.....		"	Oct. 1, 1908.	1 00	Oct. 1	Oct. 1, 1908
.....		6 months.....	June 21, 1908.	6,000 00	Monthly \$500	July 19, 1908
5,548 sq. ft.....		During pleasure	Sept. 1, 1908.	2 00	Sept. 1	Sept. 1, 1908
5,000 sq. ft.....		"	Nov. 1, 1908.	1 00	Nov. 1	Nov. 1, 1908
.....		"	1, 1908.	1 00	" 1	1, 1908
.....		"	Dec. 1, 1908.	1 00	Dec. 1	Dec. 1, 1908
1,800 sq. ft.....		"	Nov. 1, 1908.	1 00	Nov. 1	Nov. 1, 1908
.....		"	Jan. 1, 1909.	1 00	Jan. 1	Jan. 1, 1909

ISLAND RAILWAY.

0.115 ac.....		During pleasure	Jan. 1, 1908.	1 00	Jan. 1	Jan. 1, 1908
3.11 ac.....		"	July 1, 1908.	18 50	July 1	July 1, 1908
.....		21 yrs., renewable.	1, 1908.	1 00	" 1	1, 1908
.....		During pleasure	Nov. 1, 1908.	1 00	Nov. 1	Nov. 1, 1908
352 sq. ft.....		"	1, 1908.	1 00	" 1	1, 1908

CANAL.

.....		21 years.....	Dec. 15, 1908.	\$100 land; \$2 per H. P.	Sept. 1 Mar. 1.	Sept. 1, 1908
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9-10 EDWARD VII., A. 1910

WATER POWER and other Public Property leased by the Department of Railways

CORNWALL

No. of Lease.	Date of Signature.	Lessee.	Laods or Rights demised.
	1908.		
17272	Sept. 9	Santa Clara Lumber Co.....	Land on north side of canal, west of point where O. & N. Y. Ry. crosses canal.....

GALOPE

	1909.		
17517	Feb. 4	Village of Iroquois.....	Part lot 21, con. 1, tp. Matilda, Co. Dundas, Ont., and privilege to erect buildings thereon; to lay water pipes through canal lands and take 100 H.P. of water.....
	1908.		
17583	Nov. 20	Mahlon F. Beach.....	Land at weir adjacent to lock 25, village of Iroquois, Ont.....

LACHINE

	1908.		
17078	Apl. 7	The Montreal Rolling Mills Co.	Old unused channel between island No. 5 and north bank of canal, with privilege to fill in premises in question.
17083	" 7	G. & J. Esplio.....	Storage lots Nos. 18 and 19 between St. Gabriel basins Nos. 2 and 3, Ste. Anne's Ward, Montreal, Que...
17086	" 8	Hugh F. Cummiog.....	Land on N.E. corner of St. Gabriel basin No. 1, Ste. Anne's Ward, Montreal, Que.....
17090	Apl. 10	Hector Bourgoûin.....	Storage lot 7, between St. Gabriel Basins 3 and 4, Ste. Anne's Ward, Montreal, Que.....
17091	" 10	The John MacDougall Caledonian Iron Works Co., Ltd.	Land west of new St. Gabriel Basin No. 4, Ste. Anne's Ward, Montreal, Que.
17094	" 18	O. Dufresne, jr., & Frere.....	Storage lots 8 and 9, between St. Gabriel Basins 3 and 4, Ste. Anne's Ward, Montreal.....
17097	Apl. 16	Farquhar Robertson.....	Storage lots 13 and 14, between St. Gabriel Basins 2 and 3, Ste. Anne's Ward, Montreal.....
17113	" 22	Ogdensburg Coal and Towing Co....	Land on east side of St. Gabriel Basin No. 1, Montreal, with privilege to erect coal bins and derrick thereon.....
17114	" 22	" " "	Land on north side of canal in town of St. Henri, Montreal, with privilege to erect coal bins and coal elevator thereon.....
17125	" 29	Montreal and Southern Counties Railway.	To lay, etc., 2 electric cables across canal lands and under canal, east of Black's bridge, Montreal, and to erect two poles to receive said cables.....
17128	May 6	Montreal Rolling Mills Co.....	Lands covered with water, being part of waterway between Island No. 5 and north bank of canal; also right of filling in said part of waterway to connect island with mainland, etc....
17133	" 7	J. C. MacDiarmid.....	Storage lots Nos. 4 and 5 on New St. Gabriel Basin No. 4, Ste. Anne's Ward, Montreal.....
17134	" 11	Dominion Car and Foundry Co., Ltd.	To lay, etc., 18-inch water supply pipe and 14-inch return pipe from works at Blue Bonnets to canal, and draw water.....
17135	" 7	Wilson-Patterson Company.....	Lots 17 and 20, and certain wharf lot between St. Gabriel Basins 2 and 3, Ste. Anne's Ward, Montreal
17140	" 19	G. E. Jaques.....	Land on north side Basin No. 2; privilege to erect shed.
17144	" 14	Fred. J. N. Roy.....	Land above regulating weir at Lachine.....
17152	" 19	Canadian Pacific Railway Co.....	To lay, etc., an electric cable across canal lands and under canal on the south side thereof.....
17154	May 25	Public Wharf Scale Co.....	Land at Dock 2.....
17164	June 2	F. Tremblay & Co.....	Lots 3, 10, 11, 12, between St. Gabriel Basins 3 and 4, Ste. Anne's Ward, Montreal.....
17168	" 4	Montreal Rolling Mills Co.....	Land on northeast side of canal, near Brewster's bridge, etc., and privilege to erect, etc., a derrick and an elevated coal hopper thereon.....

SESSIONAL PAPER No. 20

and Canals during the Fiscal Year ended March 31, 1909, &c.—Continued.

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
				\$	cts.	
1-24 ac.....		21 years.....	July 1, 1908.	50 00	July 1.	July 1, 1908

CANAL.

0-13 ac.....	100 H. P.....	21 yrs., renewable.	Nov. 1, 1908.	250 00	Nov. 1	Nov. 1, 1908
0-077 ac.....		14 yrs., 8 months.	" 1, 1908.	5 00	" 1.	" 1, 1908

CANAL.

.....		21 years.....	Jan. 1, 1908.	100 00	Jan. 1.	Jan. 1, 1908
(16,912 sq. ft., 16,912 sq. ft.)		During pleasure.	July 1, 1908.	1,000 00	July 1	July 1, 1908
3,000 sq. ft.,		"	Jan. 1, 1908.	100 00	Jan. 1	Jan. 1, 1908
11,607 sq. ft.....		During pleasure	" 1, 1908.	350 00	" 1	" 1, 1908
32,670 sq. ft.....		"	" 1, 1908.	1,000 00	" 1	" 1, 1908
23,214 sq. ft.....		"	Apl. 1, 1908.	700 00	Apl. 1	Apl. 1, 1908
14,967 sq. ft.) 16,912 sq. ft. }		"	" 18, 1908.	1,051 07	" 18	" 18, 1908
11,125 sq. ft.....		21 years.....	May 1, 1908.	445 00	May 1	May 1, 1908
4,200 sq. ft.....		"	" 1, 1908.	168 00	" 1	" 1, 1908
.....		During pleasure.	Apl. 1, 1908.	20 00	Apl. 1	Apl. 1, 1908
.....		"	Mar. 20, 1908.	100 00	Mar. 20	Mar. 20, 1908
23,214 sq. ft.....		"	July 1, 1907.	700 00	July 1	July 1, 1907
.....		"	May 1, 1908.	1,000 00	May 1	May 1, 1908
.....		10 years.....	Mar. 18, 1908.	1,227 00	Mar. 18	Mar. 18, 1908
10,044 sq. ft.....		During pleasure	May 1, 1908	402 56	May 1	May 1, 1908
15,480 sq. ft.....		"	Apl. 1, 1908.	92 88	Apl. 1	Apl. 1, 1908
.....		"	" 1, 1908.	10 00	" 1	" 1, 1908
400 sq. ft.....		"	Mar. 20, 1908.	200 00	Mar. 20	Mar. 20, 1908
.....		"	Jan. 1, 1908.	1,285 00.	Jan. 1	Jan. 1, 1908
1,640 sq. ft.....		"	May 1, 1908.	65 60.	May 1	May 1, 1908

9-10 EDWARD VII., A. 1910

WATER POWER and other Public Property leased by the Department of Railways

LACHINE

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
1908.			
17183	June 15	Intercolonial Coal Mining Co.	Land at New Lock No. 2
17184	" 15	Ontario and Quebec Navigation Co.	Privilege to occupy Flour Shed No. 2, between Flour Basins Nos. 3 and 4.
17190	July 2	Martin Frères & Co.	Storage lot 6, between St. Gabriel Basins Nos. 3 and 4, Ste. Anne's Ward, Montreal.
17223	Aug. 5	Wm. Rutherford & Sons Co., Ltd.	Land in municipality of St. Gabriel.
17242	" 14	Ogilvie Flour Mills Co.	Land on northwest side of Mill street and Cadastral Lot 1034 and part of lot 1065, Ste. Anne's Ward, Montreal.
17245	Sept. 1	J. Paquette.	Land at head of Flour Basin No. 4, Ste. Anne's Ward, Montreal.
17246	" 3	Thos. Leger.	To instal, etc., a floating platform on north shore of old canal at Lachine.
17253	" 8	Ottawa River Navigation Co.	Land on north wharf of Basin No. 2, Ste. Anne's Ward, Montreal, etc.
17254	" 3	Joachim Hogue.	Land on north wharf of Basin No. 2, Ste. Anne's Ward, Montreal, etc.
17255	" 4	Montreal and Cornwall Navigation Co., Ltd.	Wharf space on north wharf of Basin No. 2, etc.
17253	" 2	J. E. Robillard.	Wharf lot on northeast side of St. Gabriel Basin No. 1, Ste. Anne's Ward, Montreal, etc.
17262	" 8	Joseph Wilson.	Part northwest wharf of St. Gabriel Basin No. 2, Ste. Anne's Ward, Montreal, etc.
17274	" 9	Quinlan & Robertson.	Land at head of New St. Gabriel Basin No. 4, Ste. Anne's Ward, Montreal.
17275	" 9	Joseph Desrochers.	Land on north wharf of Basin No. 2, Ste. Anne's Ward, Montreal; privilege to erect freight shed and office thereon.
17276	" 8	Joseph Wilson.	Land on south side of canal, St. Gabriel Ward, Montreal.
17267	" 11	Montreal Sand and Gravel Co., Ltd.	Land on northwest wharf of St. Gabriel Basin No. 2, Ste. Anne's Ward, Montreal.
17269	" 9	Quinlan & Robertson.	Land on northeast side of Wellington Basin, Ste. Anne's Ward, Montreal.
17270	" 9	F. Tremblay & Co.	Land at head of new St. Gabriel Basin No. 3, Ste. Anne's Ward, Montreal.
17286	" 2	Dobell, Beckett & Co.	Land on southeast side of Wellington Basin, Montreal.
17287	" 19	Canada Paper Co.	Land at Wellington Basin, Ste. Anne's Ward, Montreal.
17290	" 28	A. Mallette.	Space in Flour Shed 1, Flour Basin 4, Ste. Anne's Ward, Montreal.
17310	Oct. 9	Wm. Rutherford & Sons Co., Ltd.	3 parcels of land on northeast side of canal, in St. Henri, Montreal.
17311	" 9	Montreal Rolling Mills Co.	Land on northwest side of canal in town of St. Cune-gonde, Montreal.
17312	" 7	D. O. Fortin.	A small island at Lachine, Que.
17313	Sept. 11	Chateauguay and Beauharnois Navigation Co.	Land on north wharf of Basin No. 2, Ste. Anne's Ward, Montreal; and privilege to build freight shed and office thereon.
17354	Oct. 12	Bell Telephone Co.	To erect, etc., 7 telephone poles on canal lands at Basin No. 1, Montreal.
17420	Dec. 5	D. G. Loomis & Sons.	To lay, etc., water pipe from canal to Cad. Lot No. 3411, in St. Gabriel Ward, parish of Montreal, and draw water.
17427	" 7	Jno. Y. Reay.	To erect, etc., a boat house on space of 192 sq. ft. of canal property at Lachine, Que.
17434	" 10	Canadian Pacific Railway Co.	Privilege to lay, etc., 2 railway tracks on south side of canal.
1909.			
17475	Jan. 5	Grand Trunk Railway Co.	To lay, etc., a siding on north bank of canal opposite works, property of Dominion Car and Foundry Co.
17483	" 12	Bell Telephone Co.	To lay, etc., electric cables across canal and canal lands at end of Seminary street, Montreal.
17505	Feb. 3	J. B. Bonhomme.	Land on north side of canal, in parish of Lachine, and
17521	" 9	Dominion Wire Mfg Co., Ltd.	privilege to maintain coal hoist with two travellers for discharging coal from steamers and to erect shed for storage of goods.
17529	" 12	Odilon Belanger.	Land on south side of canal at Lachine, Que.
17533	" 11	P. Vincent Lumber Company, Ltd.	Storage Lots 8 and 9 between St. Gabriel Basins Nos. 3 and 4, Ste. Anne's Ward, Montreal.

SESSIONAL PAPER No. 20

and Canals during the Fiscal Year ended March 31, 1909, &c.—Continued.

CANAL—Continued.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
				\$ cts.		
520 sq. ft....		During pleasure	Mar. 18, 1908.	120 00	Mar. 18	Mar. 18, 1908
.....		"	May 1, 1908.	1,350 00	May 1	May 1, 1908
11,607 sq. ft....		"	Jan. 8, 1908.	350 00	Jan. 8	Jan. 8, 1908
18,400 sq. ft....		"	May 1, 1908.	294 40	May 1	May 1, 1908
2,278 sq. ft. } 59,000 sq. ft. }		"	Mar. 18, 1908.	2,145 00	Mar. 18	Mar. 18, 1908
3,000 sq. ft....		"	May 1, 1908.	120 00	May 1	May 1, 1908
.....		"	Aug. 1, 1908.	1 00	Aug. 1	Aug. 1, 1908
675 sq. ft....		"	May 1, 1908.	27 00	May 1	May 1, 1908
300 sq. ft....		"	" 1, 1908.	12 00	" 1	" 1, 1908
2,000 sq. ft....		"	July 1, 1908.	80 00	July 1	July 1, 1908
.....		"	" 1, 1908.	95 00	" 1	" 1, 1908
4,440 sq. ft....		"	Sept. 1, 1908.	177 00	Sept. 1	Sept. 1, 1908
.....		"	" 1, 1908.	235 00	" 1	" 1, 1908
325 sq. ft....		"	May 1, 1908.	21 00	May 1	May 1, 1908
10,500 sq. ft....		"	Sept. 1, 1908.	315 00	Sept. 1	Sept. 1, 1908
2,900 sq. ft....		"	July 1, 1908.	118 40	July 1	July 1, 1908
6,300 sq. ft....		"	Sept. 1, 1908.	252 00	Sept. 1	Sept. 1, 1908
6,000 sq. ft....		"	Aug. 1, 1908.	240 00	Aug. 1	Aug. 1, 1908
14,500 sq. ft....		"	Feb. 1, 1908.	338 33	Feb. 1	Feb. 1, 1908
16,250 sq. ft....		"	Jan. 1, 1908.	\$35, 1st 5 years; 650, 2nd 5 years.	Jan. 1	Jan. 1, 1908
1,750 sq. ft....		"	May 1, 1908.	120 00	May 1	May 1, 1908
16,000 sq. ft....		"	Sept. 1, 1908.	192 00	Sept. 1	Sept. 1, 1908
1,500 sq. ft....		"	" 1, 1908.	60 00	" 1	" 1, 1908
3,437 sq. ft....		"	" 1, 1908.	13 75	" 1	" 1, 1908
1,500 sq. ft....		"	May 1, 1908.	60 00	May 1	May 1, 1908
.....		"	Nov. 15, 1908.	7 00	Nov. 15	Nov. 15, 1908
.....		"	Oct. 1, 1908.	30 00	Oct. 1	Oct. 1, 1908
192 sq. ft....		"	Nov. 1, 1908.	5 00	Nov. 1	Nov. 1, 1908
.....		16 yrs. & 6 mos.	May 1, 1908.	350 00	May 1	May 1, 1908
.....		During pleasure	Nov. 1, 1908.	150 00	Nov. 1	Nov. 1, 1908
.....		"	Mar. 18, 1908.	40 00	Mar. 18	Mar. 18, 1908
9,650 sq. ft....		"	Jan. 1, 1909.	144 40	Jan. 1	Jan. 1, 1909
16,331 sq. ft....		"	" 1, 1909.	98 00	" 1	" 1, 1909
3,000 sq. ft....		"	Feb. 1, 1909.	30 00	Feb. 1	Feb. 1, 1909
23,214 sq. ft....		"	May 1, 1909.	700 00	May 1	May 1, 1909

9-10 EDWARD VII., A. 1910

WATER POWER and other Public Property leased by the Department of Railways

LACHINE

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1909.		
17542	Mar. 2	Canadian Linseed Oil Mills, Ltd....	To erect, etc., on wharf to be built on south side of canal at Côte St. Paul, elevator appliances and overhead carrier, with privilege to use wharf....
17570	" 4	Montreal Street Railway Co.....	To lay, etc., single track of steel railway upon and across Seigneurs street bridge.....
17630	" 25	Parish Priest, parish of Holy Angels of Lachine, Que.	Land forming part of south bank of old abandoned entrance to canal.....

MURRAY

	1908.		
17305	Oct. 31	Central Ontario Railway.....	To lay, etc., a spur line siding on canal reserve on north side of canal.....

RIDEAU

	1908.		
17072	Apl. 2	Margaret E. White (administratrix estate A. C. White).	Part of W. ½ lot No. 27, 1st concession, tp. of Marlborough.....
17108	" 24	The Ottawa Gas Company.....	To lay, etc., 12-inch gas main across canal lands and under canal on north side of Bank street swing bridge.....
17115	" 30	Ottawa City.....	To lay, etc., 8-inch water main across the canal reserve and under canal on north side of Bank street swing bridge.....
17233	Sept. 15	J. Ed. DeHertel.....	Part of lot No. 21, concession 5, tp. of Elmsley, county of Leeds, Ont., at Oliver's ferry.....
17292	Oct. 13	Thos. S. Howe.....	Part of lot No. 22, concession "A", tp. of Nepean, county of Carleton, at Black Rapids lock station.
	1909.		
17459	Jan. 7	Felix Keenan.....	Land at Kingston Mills lock station, parts of lots 35 and 36, tp. of Kingston, county of Frontenac, Ont.
17499	" 1	City of Ottawa.....	To lay, etc., 8-inch water main from Mutchmor street to Clegg street, and 12-inch water main from main street to Robert street.....
17541	Mar. 9	City of Ottawa.....	To lay, etc., 8-inch water main on line of Bronson street.

SAULT STE.

	1908.		
17210	July 25	Bell Telephone Co.....	The right and privilege to lay, etc., cables across canal at railway bridge.....
	1909.		
17001	Mar. 1	Canadian Pacific Railway Co.....	Privilege to lay, etc., telegraph line across lands and under canal from north side of canal to C.P.Ry. bridge.

TRENT

	1908.		
17081	Apl. 10	P. P. Young.....	Privilege to erect and maintain an electric light line across canal lands and canal at Youngs Point, Ont.
17102	" 22	G.N.W. Telegraph Co. of Canada	Privilege to erect, etc., telegraph lines across canal lands and over canal at Hastings, Nassau, Peterborough, Bobcaygeon and Fenelon Falls.....
17112	" 24	Otonabee Power Co., Ltd.....	Privilege to erect and maintain 2 power transmission lines across canal at dam No. 5, and at Nassau.

SESSIONAL PAPER No. 20

and Canals during the Fiscal Year ended March 31, 1909, &c.—Continued.

CANAL—Continued.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
		During pleasure.		\$ 10 00		**
		" .. Nov. 1, 1899.		1 00	Nov. 1.	Nov. 1, 1899
11,110 sq. ft.		21 yrs., renewable.	May 1, 1908.	5 00	May 1	May 1, 1908

CANAL.

		During pleasure.	Oct. 1, 1908	1 00	Oct. 1	Oct. 1, 1908
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CANAL.

7.00 ac.		During pleasure.	Apl. 1, 1908.	Right of way....		
		" .. "	" 1, 1908.	1 00	Apl. 1	Apl. 1, 1908
		" .. "	" 1, 1908.	1 00	" 1	" 1, 1908
0.76 ac.		" .. Aug. 1, 1908.		3 00	Aug. 1	Aug. 1, 1908
½ ac.		" .. Sept. 1, 1908.		5 00	Sept. 1.	Sept. 1, 1908
35 ac.		" .. Mar. 31, 1908.		15 00	Mar. 31.	Mar. 31, 1908
		" .. Jan. 1, 1909.		1 00	Jan. 1.	Jan. 1, 1909
		" .. Feb. 1, 1909.		1 00	Feb. 1	Feb. 1, 1909

MARIE CANAL.

		During pleasure.	June 1, 1908.	5 00	June 1.	June 1, 1908
		" .. Feb. 1, 1908.		5 00	Feb. 1.	Feb. 1, 1908

CANAL.

		During pleasure.	Apl. 1, 1908.	5 00	Apl. 1	Apl. 1, 1908
		" .. "	" 1, 1808.	25 00	" 1.	" 1, 1908
		" .. "	" 1, 1908.	10 00	" 1	" 1, 1908

** Date to be fixed upon completion of wharf.

6-10 EDWARD VII., A. 1910

WATER POWER and other Public Property leased by the Department of Railways

TRENT

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
1908.			
17120	May 1.	G. T. Ry. Company.....	Privilege to erect and maintain telegraph lines across canal lands and over canal at Nassau, Peterborough and Fenelon Falls.....
17121	Apl. 30.	Lakefield Portland Cement Co., Ltd.	Privilege to erect, etc., a power transmission line across canal reserve lands and over canal at Lakefield, Ont.....
17122	May 1.	Bell Telephone Co.....	Privilege to erect, etc., 7 telephone lines across canal lands and over canal at Nassau, Bobcaygeon, etc.
17127	" 1.	North American Telegraph Co., Ltd.	Privilege to erect, etc., telegraph lines across canal lands and over canal at Hastings and Peterborough
17353	Oct. 23.	William Twin.....	Block "S," Ashburnham, section 2.....
173.0	" 30.	Randolph McDonald Co., Ltd.....	Land in village of Fenelon Falls, county of Victoria, Ont.....

WELLAND

1908.			
17084	Apl. 10	Ontario Power Co. of Niagara Falls	To lay an electric power transmission line near Port Colborne, Ont.....
17146	May 21.	Joseph Battle.....	Part of lot 6, tp. of Thorold, county of Welland, Ont.
17155	June 1.	Coniagas Reduction Co.....	Privilege to lay and maintain a 4-inch pipe from canal at Thorold, Ont., and to draw water.....
17178	" 23.	E. D. Thomas.....	Part lot 186, tp. of Thorold, county of Welland, Ont..
17209	July 25	Town of Welland.....	Privilege to lay, etc., 2 sewer pipes on canal lands in town of Welland.....
172.8	Sept. 12	Ontario Power Co. of Niagara Falls.	To place, etc., an electric power transmission line across Welland River at Montrose.....
17371	" 9	Plymouth Cordage Co.....	Pt. lot 26, tp. Crowland, County of Welland, Ont.....
17298	Oct. 5	Wm. G. Somerville.....	Part lot 26, concession 5, tp. of Crowland, county of Welland, Ont.....
17325	" 17.	Canadian Portland Cement Co., Ltd.	Privilege to remove waste clay from canal basin.....
17338	" 20	Henry B. Eshelman.....	Privilege to lay and maintain a 12-inch intake pipe and a 12-inch discharge pipe from canal to a pulp mill near south boundary limits of town of Thorold Ont., and to draw water.....
17385	Nov. 18.	Robert Cooper.....	Parts lots 25 and 29, tp. of Crowland, county of Welland, Ont.....
17429	Dec. 12	Canada Southern Railway Co.....	Privilege to lay, etc., a 6-inch drain across canal reserve at Welland, Ont.....
1909.			
17457	Jan. 4.	Village of Merritton.....	Land on west side of old canal near lock 15, in village of Merritton, Ont.....
1908.			
17458	Dec. 29	Town of Welland.....	Privilege to lay, etc., 6" water main under canal raceway in town of Welland, Ont.....
1909.			
17500	Jan. 23.	Bell Telephone Co.....	Privilege to erect, etc., telephone line along canal feeder, and a cable across canal near Marshville, Ont.....

SESSIONAL PAPER No. 20

and Canals during the Fiscal Year ended March 31, 1909, &c.—*Concluded.*CANAL—*Continued.*

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
				\$ cts.		
.....		During pleasure..	Apl. 1, 1908.	15 00	Apl. 1.	Apl. 1, 1908
.....		" ..	" 1, 1908.	5 00	" 1.	" 1, 1908
.....		" ..	" 1, 1908.	35 00	" 1.	" 1, 1908
.....		" ..	" 1, 1908.	10 00	" 1.	" 1, 1908
0.05 ac.....		" ..	Oct. 1, 1908.	1 00	Oct. 1.	Oct. 1, 1908
0.12 ac.....		" ..	June 1, 1908.	10 00	June 1.	June 1, 1908

CANAL.

.....		During pleasure..	Apl. 1, 1908.	5 00	Apl. 1.	Apl. 1, 1908
6.83 ac.....		" ..	" 1, 1908.	10 00	" 1.	" 1, 1908
.....		" ..	May 1, 1908.	15 00	May 1.	May 1, 1908
20.98 ac.....		" ..	June 1, 1908.	21 00	June 1.	June 1, 1908
.....		" ..	July 1, 1908.	5 00	July 1.	July 1, 1908
.....		" ..	Aug. 1, 1908.	1 00	Aug. 1.	Aug. 1, 1908
1.93 ac.....		" ..	June 1, 1908.	50 00	June 1.	June 1, 1908
0.365 ac.....		" ..	Sept. 1, 1908.	10 00	Sept. 1.	Sept. 1, 1908
.....		21 years.....	Oct. 1, 1908.	5 00	Oct. 1.	Oct. 1, 1908
.....		During pleasure..	" 1, 1908.	25 00	" 1.	" 1, 1908
0.18 ac.....		" ..	Sept. 1, 1908.	10 00	Sept. 1.	Sept. 1, 1908
.....		" ..	Oct. 1, 1908.	1 00	Oct. 1.	Oct. 1, 1908
0.02 ac.....		" ..	Dec. 1, 1908.	1 00	Dec. 1.	Dec. 1, 1908
.....		" ..	Sept. 1, 1908.	1 00	Sept. 1.	Sept. 1, 1908
.....		" ..	Dec. 1, 1908.	10 00	Dec. 1.	Dec. 1, 1908

9-10 EDWARD VII., A. 1910

PROPERTY leased to the Department of Railways and Canals by
INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessor.	Lands or Rights demised.
	1908.		
17105	Apl. 22	Mary E. McManus.....	Premises Nos. 131 and 133, east side Hollis street, Halifax, N.S.....
17215	July 25	G. T. Ry. Co.....	Office fronting on Dufort street, Quebec.....
	1909.		
17615	Mar. 27	"	Space on west side ground floor old post office building, corner St. Francois Xavier and St. James streets, Montreal, Que.....

LACHINE

	1908.		
17139	Apl. 30	Joseph McLaughlin.....	Double tenement house at corner of Girouard Road and St. Lawrence street, Lachine, Que.....

TRENT

	1908.		
17109	Apl. 20	Mossom Boyd.....	For use as roadway of part of lot 12, concession 19, township of Harvey, county of Victoria, Ont.....

SESSIONAL PAPER No. 20

various parties during the Fiscal Year ended March 31, 1909.

RAILWAY.

Area.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.		
			Annual Rental.	Due each year.	First Instalment due.
			\$ cts.		
.....	During pleasure	May 1, 1908.	2,000 00	Quarterly..	May 1, 1908
.....	3 years.....	" 1, 1908.	950 00	" "	" 1, 1908
.....	4 years, 4 months.....	Jan. 1, 1909.	3,000 00	Monthly...	Jan. 1, 1909

CANAL.

.....	5 years.....	May 1, 1908.	420 00	Monthly...	May 1, 1908
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CANAL.

.....	Until completion of Bobcaygeon dam.....		\$50 for full term.....		
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H. F. ALWARD,
Departmental Solicitor.

9-10 EDWARD VII., A. 1910

PROPERTY CONVEYED to the Department of Railways and Canals and
CANADIAN PACIFIC

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1908.		
17716	Nov. 20	His Majesty to C.P.Ry.....	Railway and right of way extending from Eastern Boundary of Manitoba to Eastern Boundary Township 11, Range 12, E. of Principal Meridian.....

INTERCOLONIAL

1908.			
17187	May 26	Wm. Humphrey <i>et ux</i>	Land at.....
17194	" 2	Geo. Lawrence <i>et ux</i>	".....
17196	Apl. 14	James Adams <i>et ux</i>	Land near Kempt Road.....
17247	" 27	Norman Logan <i>et ux</i>	Land at.....
17248	June 30	Roman Catholic Corporation of Antigonish.....	".....
17249	July 15	John V. Shonsmon.....	".....
17275	" 30	George McDonald <i>et ux</i>	".....
17293	May 12	Wm. J. Dowell <i>et ux</i>	Land on E. side of Kempt Road.....
17294	July 17	Jno. M. Brown <i>et ux</i>	Land at.....
17301	June 12	John Frazer.....	".....
17357	July 14	J. R. McLeod <i>et ux</i>	".....
17358	Aug. 24	R. Allison Trites <i>et al</i>	".....
17367	" 13	Mary E. McDonald.....	".....
17372	May 23	Mary M. Platt <i>et al</i>	".....
*17376	Feb. 28	Gurney R. Jones.....	Land near Moncton.....
17378	July 8	Benjamin Hartlin <i>et ux</i>	Land on West side of Halifax Harbour at the Narrows..
*17389	Feb. 12	Gilbert L. McCully.....	Right to dig, excavate and remove all the soil on Portage Ballast Pit.....
17390	Aug. 3	Roch and Jos. Cardin.....	Lot 56 on N.E. side of Lindsay St. South Ward.....
17397	Nov. 6	Department Agriculture.....	O. C. 9 ac. land acquired from Jas. H. Austin by deed of June 23, 1885.....
17403	Apl. 15	Harris G. Hazen.....	Land at.....
17404	June 17	Chas. Savage.....	".....
17411	Aug. 25	Lucy D. and Cecil W. McManus.....	".....
17431	" 27	Rufus H. Margeson <i>et al</i> , Trustee— Will Alex. Phillips.....	Land on E. side Halifax Harbour.....
17486	" 21	Hazen Goodwin <i>et al</i>	Land at.....
17544	Dec. 18	Margaret Lutes.....	".....
17545	Nov. 25	Chas. McPhee <i>et ux</i>	".....
17546	" 30	D. Stanley Bould.....	".....
17547	" 25	Warren Cole <i>et ux</i>	Land 2½ miles west of.....
17548	Aug. 31	Samuel Freeze <i>et ux</i>	".....
17575	Oct. 20	Eliza. A. Corbin <i>et al</i>	".....
17618	Mar. 3	Elie D'Amours <i>et al</i>	Right of way re water pipe line through lots 472 and 473.
17619	" 3	Alexis Rioux.....	Right of way re water pipe line through lot 92.....
17620	" 3	J. H. Roussseau.....	Right of way re water pipe line through lots 95, 116 and 111
1907.			
*17621	July 4	Heirs Chas. E. Panet.....	Pt. Cad. Lot 586 Parish of.....
17643	Nov. 5	Jno. McLaggan (executor estate of John McLaggan).....	Land 5½ miles east of Boiestown.....
1909.			
17626	Feb. 8	John McAleese <i>et ux</i>	Land near.....
17627	Dec. 23	Wm. P. Davidson <i>et ux</i>	".....

*Too late for last year's report.

SESSIONAL PAPER No. 20

Letters Patent granted during the Fiscal Year ended March 31, 1909.

RAILWAY.

District.	County.	Area.	Amount.	Remarks.
			\$ cts.	
				Letters Patent.

RAILWAY.

Humphreys.....	Westmoreland, N.B.....	0.38 ac.....	100 00	
Sackville.....	".....	0.09 ac.....	75 00	
Halifax, N.S.....	Halifax, N.S.....	0.72 ac.....	313 63	
Millford.....	Hants, N.S.....	0.27 ac.....	100 00	
Iona.....	Victoria, N.S.....	0.287 ac.....	250 00	
Kingsack.....	Halifax, N.S.....	0.57 ac.....	85 50	
Glengarry.....	Pictou, N.S.....	8,127 sq. ft.....	10 00	
Halifax.....	Halifax, N.S.....	6,300 sq. ft.....	200 00	
Moncton.....	Westmoreland, N.B.....	3,528 sq. ft.....	2,000 00	
Glengarry.....	Pictou, N.S.....	6,300 sq. ft.....	20 00	
Truro.....	Colechester, N.S.....	2.03 ac.....	2,714 00	
Moncton.....	Westmoreland, N.B.....	7.25 ac.....	1,037 81	
Estmere.....	Victoria, N.S.....	0.23 ac.....	30 00	
Enfield Station.....	Hants, N.S.....	0.533 ac.....	1,000 00	
Sunnybrae.....	Westmoreland, N.B.....	2.3 ac.....	798 10	
Halifax.....	Halifax, N.S.....	1.34 ac.....	2,000 00	
King's, N.B.....	King's, N.B.....	2.57 ac.....	514 00	
Drummondville.....	Arthabaska, P.Q.....	1.62 ac.....	100 00	
Tuft's Cove, N.S.....	".....	9.00 ac.....		O. C.
Amherst.....	Cumberland, N.S.....	2,683 sq. ft.....	2,000 00	
".....	".....	4,058 sq. ft.....	3,500 00	
Moncton.....	Westmoreland, N.B.....	16,281 sq. ft.....	500 00	
Halifax.....	Halifax, N.S.....	0.273 ac.....	179 37	With interest at 6% from Aug. 10, 1883 to July 1, 1905, and interest at 4% from July 1, 1905 to Aug. 27, 1908.
Ft. Lawrence.....	Cumberland, N.S.....	0.77 ac.....	100 00	
Painsee Jet.....	Westmoreland, N.B.....	2,178 sq. ft.....	25 00	
North Sydney.....	Cape Breton, N.S.....	7,808 sq. ft.....	462 85	
Bedford.....	Halifax, N.S.....	0.108 ac.....	323 00	
Sackville.....	Westmoreland.....	2 ac.....	150 00	
Doaktown.....	Northumberland.....	0.6 ac.....	50 00	
Bedford.....	Halifax, N.S.....	0.32 ac.....	432 00	
Trois Pistoles.....	Temiscouata, Que.....	1,300' x 150'	200 00	
".....	".....	".....	25 00	
".....	".....	".....	1 00	
Rivière Ouelle.....	Kamouraska, Que.....	2.53 ac.....	65 00	
White Rapid Brook.....	".....	1.00 ac.....	30 00	
Humphrey's Mill Pond.....	Westmoreland.....	0.681 ac.....	100 00	
Upper Blackville.....	Northumberland, N.B.....	1.10 ac.....	55 00	

9-10 EDWARD VII., A. 1910

PROPERTY CONVEYED to the Department of Railways and Canals and Letters
INTERCOLONIAL

No. of	Date of	Grantor.	Lot.
1908.			
17628	Feb. 8	T. Lemuel Powell <i>et ux.</i>	Land near
17 37	Jan. 29	Sarah Bastien	"
17638	Oct. 1	Herbert A. Estey <i>et ux.</i>	"
17639	Dec. 18	Ora P. King <i>et ux.</i>	"
17640	Aug. 29	Alex. McMillan <i>et ux.</i>	"
*17641	Jan. 17	Fred. A. Duffy	Land one mile East of
1909.			
*17645	Oct. 20	Jos. T. Bertrand	Parts of Lots 81 and 93
1909.			
17648	Feb. 8	Ed. Carey <i>et ux.</i>	Land at
17652	July 20	Geo. Morin	Water rights pt. Lot 403
17682	Apl. 11	Thos. S. Donaldson	Land and land covered with water
17735	Jan. 4	John A. Munro	"
1883.			
*17773	June 4	William Rhodes	"

MURRAY

1909.			
17750	Jan. 13	Mary Jane Buchanan <i>et al.</i>	N.E. part of W. $\frac{1}{2}$ lot 6

TRENT

1908.			
17141	May 8	Ontario Government	Pt. Lot 22, 9th Con. Tp. Methuen, Co. of Peterboro, Ont.
17142	" 6	Milo A. Hawley <i>et ux.</i>	Pt. Lot 12, 7th Con.
17159	Apl. 27	Wm. H. Cluxton <i>et ux.</i>	Of right, etc., to all soil, etc., upon 3'02 ac. pt. Lot 12, Con. 19
171 0	May 6	David Johnston <i>et ux.</i>	Pt. Lot 13 and pt. Lot 12, Con. 7
17172	" 6	Wm. H. Scott <i>et ux.</i>	Lot 13, Con. 7
17173	" 30	Michael O'Donaghue <i>et ux.</i>	Lot 14, Con. 7
17174	" 28	Sarah A. Hubble	Lot 14, Con. 7
17220	July 3	Abraham S. Free <i>et ux.</i>	Pt. Lot 13, Con. 7
17250	Aug. 7	Ernest Denmark <i>et ux.</i>	Pt. Lot 14, Con. 9
17277	July 4	Dugald Campbell	Pt. Lot 14, Con. 8, pt. 17, Con. 7
17316	Sept. 18	Ontario Government	Pt. Lots 112 and 113, 1st Con. W. of Yong St. Tp. of Gwillimbury, Co. of York, Ont.
17379	" 14	Alex. Innis <i>et ux.</i>	Pt. Lot 15, Con. 7
17472	Nov. 18	The Frankford Cheese and Butter Mfg. Ass'n.	Lot 9, N. side Bridge St., Village of Frankford
17549	Dec. 29	Wm. McFarlane <i>et ux.</i>	Pts. Lot 37, Con. 13
1909.			
17752	Mar. 29	Samuel Doupe <i>et ux.</i>	Pts. Lot 6, Con. 14

*Too late for last year's report.

SESSIONAL PAPER No. 20

Patent issued during the Fiscal Year ended March 31, 1909.—*Concluded.*RAILWAY—*Continued.*

District.	County.	Area.	Amount.	Remarks.
			\$ cts.	
Painsee Jet.....	Westmoreland, N.B.....	15,224 sq. ft.....	35 00	
".....	".....	1,452 sq. ft.....	25 00	
Durham Bridge.....	York, N.B.....	1 ac.....	75 00	
Sussex.....	King's, N.B.....	0.058 ac. }.....	400 00	
		0.294 ac. }.....	400 00	
Boiestown.....	Northumberland, N.B.....	4,300 sq. ft.....	400 00	
".....	".....	12 ac.....	1,200 00	
Rivière Ouelle.....	Kamouraska, Que.....	0.54 ac.....	1,000 00	
Painsee Jet.....	Westmoreland, N.B.....	21,780 sq. ft.....	50 00	
St. Roch des Aulnaies.....	L'Islet, Que.....		300 00	
Birch Cove.....	Halifax, N.S.....	1.15 ac. }.....	4,133 87	
		2.95 ac. }.....		
Zionville.....	York, N.B.....	0.64 ac. }.....	125 00	
		0.29 ac. }.....		
Lévis.....	Levis, Que.....	23,050 sq. ft }.....	11,770 00	
		6,375 sq. ft }.....		

CANAL.

Murray.....	Northumberland, Ont.....	0.41 ac.....	105 00	
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CANAL.

Methuen.....	Peterboro, Ont.....	21.00 ac.....		O. C.
Seymour.....	Northumberland, Ont.....	6.00 ac.....	500 00	
Harvey.....	Victoria, Ont.....	3.02 ac.....	600 00	
Seymour.....	Northumberland, Ont.....	8.08 ac.....	821 66	
".....	".....	3.75 ac.....	1,000 00	
".....	".....	2.37 ac.....	159 25	
".....	".....	4½ ac.....	130 00	
".....	".....	5.60 ac.....	205 00	
".....	".....	0.70 ac.....	50 00	
".....	".....	1.45 ac.....	350 00	
East Gwillimbury.....	York, Ont.....	6.50 ac. }.....		O. C.
		13.34 ac. }.....		
Seymour.....	Northumberland, Ont.....	1.1 ac.....	75 00	
Sydney.....	Hastings, Ont.....		4,000 00	
Smith.....	Peterborough, Ont.....	0.07 ac. }.....		
		0.05 ac. }.....	200 00	
Seymour.....	Northumberland, Ont.....	1.05 ac.....	600 00	

H. F. ALWARD,

Departmental Solicitor.

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1909—*Continued.*

CANADIAN PACIFIC RAILWAY.

No. of Re-lease.	Date of Signature.	Grantor.	Description.	Amount.
	1908.			\$ cts.
17375	Sept. 4.	The Royal Trust Company of Canada (Executor of Late Frank Buller).	In full discharge of all claims in respect of 1.2 ac. of land being parts of lots 38, 39, 40, 41, 42, 43, 44, 45, 46, 61, 62, 63, 64 and 65 of Block "E" according to subdivision of W. $\frac{1}{2}$ of E. $\frac{1}{2}$ of lot 190, Group 1, New Westminster, B.C.	977 37
17717	Nov. 20.	The Canadian Pacific Railway Co.	For all obligations and covenants expressed in Letters Patent No. 17716 of railway and right of way from E. boundary of Manitoba to E. boundary of township 11, range 12, E. of principal meridian.	

INTERCOLONIAL RAILWAY.

	1908.			
17169	June 6.	Alfred J. Witzell.....	Damages for injuries sustained through an accident at or near Beaver Brook.	250 00
17244	Sept. 4.	Angus W. McGillivray....	Damages for injuries sustained while in the employ of the I. C. Ry. at Williams Point, N.S.	1,000 00
*17366	Feb. 28.	Gurney R. Jones.....	Damages to 3 acres of marshland in consequence of the widening of the I. C. Ry. between Moncton and Painsec.	100 00

PRINCE EDWARD ISLAND RAILWAY.

	1908.			
17288	Aug. 6.	William Nelson.....	Damages for injuries sustained through an accident at or near Charlottetown.	175 00

CHAMBLY CANAL.

	1908.			
17671	Dec. 10	Daniel Mullarkey.....	Damages by water to lots 338 and 345, Parish of St. Joseph de Chambly, Co. of Chambly, Que.	350 00

LACHINE CANAL.

	1908.			
17243	Aug. 24	Joseph Richer.....	Damages for the loss of a horse drowned in canal from Côte St. Paul Bridge.	225 00

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1909—Continued.

SOULANGES CANAL.

No. of Re-lease.	Date of Signature.	Grantor.	Description.	Amount.
	1908.			\$ cis.
17156	Apl. 15	Marie Joseph Lacombe (widow T. Delage).	Damages by soakage and flooding to lot 1, Parish of St. Ignace of Coteau du Lac and to lot 1, Parish of St. Joseph de Soulanges, County of Soulanges, Que.	400 00
17181	June 23	Roch Bradley <i>et ux.</i>	Damages for injuries sustained by Mrs. Catharine Bradley in an accident at third swing bridge of canal.	100 00
17300	Sept. 10	Jos. C. De Montigny	Damages by flooding to lot No. 448, Parish of St. Joseph de Soulanges, County of Soulanges, Que.	600 00

TRENT CANAL.

	1908.			
17307	Sept. 28	James Tighe <i>et ux.</i>	Damages to lot 13, W. of concession Street, Peterborough, consequent upon construction of canal.	225 00
17315	" 25	Wm. Smithson <i>et ux.</i>	Damages to lot 8, concession 4, tp. of South Monaghan, County of Northumberland, Ont., consequent upon the construction of the canal.	700 00
17320	" 19	William McAllister <i>et ux.</i>	Damages to lot 12, concession 4, tp. of South Monaghan, County of Northumberland, Ont., consequent upon the construction of the canal.	1,200 00
17321	" 15	Corporation, Township of Verulam.	Damages to roads running across Emily Creek, and to Flat Lands, owing to the construction of the Trent Canal.	2,000 00
17322	" 23	Ed. E. Anderson <i>et al.</i>	Damages to lot No. 2, concession 2, township of South Monaghan, County of Northumberland, consequent upon construction of canal.	500 00
17323	" 23	John Sawers <i>et ux.</i>	Damages to lot No. 1, Island No. 21, in Stoney Lake, township of Dummer, County of Peterborough, Ont., consequent upon the construction of the canal.	200 00
17324	" 26	William Eyres <i>et al.</i>	Damages to parts of lot 5 and 7 and to part of lot 6, in the 4th concession of the township of South Monaghan, county of Northumberland, consequent upon the construction of the canal.	1,400 00
17311	Oct. 10	John Buckham <i>et ux.</i>	Damages by water to lot 17, concession 4, township of South Monaghan, consequent upon the construction of the canal.	725 00
17380	" 31	John Rutherford	Damages to lot 4, concession 3, township of South Monaghan, county of Northumberland, Ont.	300 00
17405	Nov. 12	Andrew G. Huggins <i>et ux.</i>	Damages by water to lot 9, concession 4, township of South Monaghan, county of Northumberland, Ont., consequent upon the construction of the canal.	930 00
17403	" 16	Patrick Flaherty <i>et ux.</i>	Damages by water to E. $\frac{1}{2}$ of S.E. $\frac{1}{4}$ of lot 22, concession 10, township of South Emily, county of Victoria, consequent upon the construction of the canal.	75 00
17432	" 23	Walter Finnie <i>et ux.</i>	Damages to lot 17, concession 1, township of South Monaghan, county of Northumberland, Ont., consequent upon the construction of the canal.	300 00
17437	" 28	James S. Pengelly <i>et al.</i>	Damages by water to parts of lot 6 and 7, concession "A" broken front, township of South Monaghan, county of Northumberland, Ont.	250 00
17438	" 24	Joseph Byers <i>et al.</i>	Damages by water to lot 10, concession "A" township of South Monaghan, county of Northumberland, Ont.	350 00
17439	" 25	Pierre Powers <i>et al.</i>	Damages by water to W. $\frac{1}{2}$ of lot 11, concession 4, township of South Monaghan, county of Northumberland, Ont.	300 00
17440	" 23	Thomas H. Perrin <i>et al.</i>	Damages by water to westerly part lot 11, concession "A", township of South Monaghan, county of Northumberland, Ont.	125 00
17441	" 14	John Bradshaw	Damages by water to lot 14, concession 4 and to lot 14, concession 5, township of South Monaghan, county of Northumberland, Ont.	135 00
17450	" 5	Robert Fisher <i>et al.</i>	Damages to lots 13 and 14, concession "A", township of South Monaghan, county of Northumberland, Ont.	700 00
17451	Oct. 24	Alexander Anderson, Jr., <i>et al.</i>	Damages to North half lot 1, concession 2, South Monaghan, county of Northumberland, Ont.	500 00

9-10 EDWARD VII., A. 1910

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1909—Continued.

TRENT CANAL—Continued.

No. of Re-lease.	Date of Signature.	Grantor.	Description.	Amount.
	1908.			\$ cts.
17465	Oct. 10.	Ed. H. D. Hall.....	Damages by water to Island No. 15, township of Dummer, county of Peterborough, Ont.	200 00
17466	Nov. 28.	Ann and Robert Donoghue.	Damages by water to lot 23, concession 11, township of Emily, county of Victoria, Ont.	200 00
17467	Dec. 28.	Dennis J. Doran.....	Damages by water to S.E. $\frac{1}{4}$ of lot 9, concession 8, township of Ennismore, county of Peterborough, Ont.	60 00
17468	Nov. 16	Wm. Bradshaw, <i>et ux.</i>	Damages by water to lot 5, concession 3, township of South Monaghan, county of Northumberland, Ont.	700 00
17469	Dec. 3	Wm. J. Cavanagh.....	Damages by water to N. $\frac{1}{2}$ and part of lot No. 3, concession 9, township of Ennismore, county of Peterborough, Ont.	150 00
17470	" 3	Martin J. Devine <i>et al.</i>	Damages by water to South half of lot 21, concession 13, township of Emily, county of Victoria, Ont.	75 00
17471	Nov. 28.	Wm. Buckham.....	Damages by water to lot 18, concession 4, township of South Monaghan, county of Northumberland, Ont.	550 00
17473	Oct. 21	Jno. Cannon <i>et al.</i>	Damages by water to S. $\frac{1}{2}$ of lot 7, concession 10, township of Ennismore, county of Peterborough, Ont.	300 00
17487	Dec. 12	Jas. Gifford <i>et al.</i>	Damages by water to lots 6 and 7 in concession 2; and N. $\frac{1}{2}$ of N. $\frac{1}{2}$ of lot 6, in the concession 9, township of Ennismore, county of Peterborough, Ont.	795 00
17488	Oct. 13	Cornelius O'Reilly.....	Damages by water to lot 9, concession 9, and N. $\frac{1}{2}$ of lot 12, concession 7, township of Ennismore, county of Peterborough, Ont.	500 00
17489	Dec. 23.	George C. Franks <i>et al.</i>	Damages by water to N. $\frac{1}{2}$ of lot 22, concession 10, and South $\frac{1}{4}$ lot 22, concession 11, township of Emily, county of Victoria, Ont.	80 00
17490	" 8	J. M. Willan <i>et ux.</i>	Damages by water to lot 4, concession 5, township of South Monaghan, county of Northumberland, Ont.	750 00
17491	" 9	Robert Perdue <i>et ux.</i>	Damages by water to south half of lots 20 and 21, concession 12, and to N. $\frac{1}{2}$ of lot 20, concession 11, township of Emily, County of Victoria, Ont.	1,200 00
17492	Nov. 24.	William H. Bolster.....	Damages by water to N. $\frac{1}{2}$ of lot 23, concession 10, township of Emily, county of Victoria, Ont.	160 00
17493	Oct. 28	Cornelius O'Connor.....	Damages by water to broken lots 9 and 10, concession 10, and S. $\frac{1}{2}$ of lot 8, concession 9, township of Ennismore, county of Peterborough, Ont.	320 00
17494	" 28.	Maurice O'Connor.....	Damages to S. $\frac{1}{2}$ of lot 10, concession 8, township of Ennismore, county of Peterborough, Ont.	100 00
	1909.			
17497	Jan. 2	Isaac Elliot <i>et al.</i>	Damages by water to N. $\frac{1}{2}$ of lot 20, concession 11, and to lot 20 and part of lot 21, concession 15, township of Smith, county of Peterborough, Ont.	350 00
	1908.			
17501	Dec. 7	David Morrissey <i>et ux.</i>	Damages by water to South half of lots 17 and 18, concession 10, township of Emily, county of Victoria, Ont.	93 00
17502	Nov. 28.	William A. Deyell <i>et al.</i>	Damages by water to E. $\frac{1}{2}$ of lot 12 and W. $\frac{1}{2}$ of lot 13, concession 14, township of Otonabee, county of Peterborough, Ont.	725 00
17503	Dec. 29	William James Rehill <i>et ux.</i>	Damages by water to lot 10, concession 6, township of Emily, county of Victoria, Ont.	320 00
17504	" 7	Dennis Flaherty.....	Damages by water to W. $\frac{1}{2}$ of S.E. $\frac{1}{4}$ of lot 22, concession 10, and N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of lot 22, concession 9, township of Emily, county of Victoria, Ont.	40 00
17507	Oct. 10	Grace May East.....	Damages by water to Island No. 22A, township of Dummer, county of Peterborough, Ont.	200 00
17508	Nov. 17.	John Seollard <i>et al.</i>	Damages by water to N. $\frac{1}{2}$ and S. $\frac{1}{2}$ of lot 9, and N. $\frac{1}{2}$ of lots 10 and 11, concession 8, township of Ennismore, county of Peterborough, Ont.	1,000 00
17509	Dec. 23.	Fanny A. Killaby.....	Damages by water to lot 4, concession 19, township Verulam, county of Victoria, Ont.	160 00
17522	" 16.	Isabella W. Davidson <i>et mar</i>	Damages by water to lot 6, concession 9, township of Verulam, county of Victoria, Ont.	200 00

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1909—Continued.

TRENT CANAL—Continued.

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
				1908.
17523	Dec. 23	Wm. Young <i>et ux.</i>	Damages by water to lot 8, concession 8, township of Ennismore, county of Peterborough, Ont.	80 00
17524	" 7	James J. Flaherty, <i>et ux.</i>	Damages by water to S. $\frac{1}{2}$ lot 21 and S.W. $\frac{1}{2}$ lot 22, concession 10, township of Emily, county of Victoria, Ont.	250 00
17525	" 23	William Robinson <i>et al.</i>	Damages by water to E. $\frac{1}{2}$ lot 11, township of South Monaghan, county of Northumberland, Ont.	500 00
17526	" 24	William Tait	Damages by water to S. $\frac{1}{2}$ of lots 1 and 2, concession 2, township of South Monaghan, county of Northumberland, Ont.	150 00
17527	Nov. 30	Leonard McAuliffe <i>et ux.</i>	Damages by water to S.E. $\frac{1}{4}$ lot 14, concession 8 and lot 20, concession 9, township of Emily, county of Victoria, Ont.	100 00
17531	Dec. 12	David H. Quinlan <i>et al.</i>	Damages by water to part of lot 7, concession 3, township of Ennismore, county of Peterborough, Ont.	180 00
17532	" 17	John Sullivan <i>et al.</i>	Damages by water to N. $\frac{1}{2}$, lot 21, concession 12, township of Emily, county of Victoria, Ont.	120 00
17533	" 15	Deanis Begely <i>et al.</i>	Damages by water to E. $\frac{1}{2}$ lot 16, concession 9, and N.W. part of lots 16, concession 8, township of Emily, county of Victoria, Ont.	100 00
				1909.
17534	Jan. 5	Benjamin Nicholls	Damages by water to lot 2, concession 10, township of Verulam, county of Victoria, Ont.	80 00
				1908.
17535	Dec. 29	Thomas E. Rice <i>et al.</i>	Damages by water to S. $\frac{1}{2}$ lot 10, concession 6, township of Emily, county of Victoria, Ont.	100 00
				1909.
17536	Feb. 20	Garthorne J. Jopping <i>et al.</i>	Damages by water to lot 5, concession 2, township of Ennismore, county of Peterborough, Ont.	350 00
				1908.
17537	Dec. 16	John Duffy <i>et al.</i>	Damages by water to N. $\frac{1}{2}$ lot 20, concession 8, township of Emily, county of Victoria, Ont.	20 00
17538	Oct. 30	John E. O'Donoghue <i>et al.</i>	Damage by water to part of lot 10, concession 4, township of Ennismore, county of Peterborough, Ont.	120 00
17539	Dec. 30	George T. Rickerby	Damages by water to lot 13, concession 12, township Douro, county of Peterborough, Ont.	100 00
				1909.
17540	Feb. 27	Thomas E. Bradburn	Damages by water to Island 11, township of Dummer, county of Peterborough, Ont.	200 00
17541	" 24	Abner G. Wood <i>et ux.</i>	Damages by water to W. $\frac{1}{2}$ lot 9, and 10 ac. in front of W. $\frac{1}{2}$ of lot 9 and S. $\frac{1}{2}$ lot 8, broken front concession, and 11 ac. in front of said concession, township of South Monaghan, county of Northumberland, Ont.	60 00
17542	Jan. 15	Norman McL. Breckenbridge.	Damages by water to parts of lots 5 and 6, concession 4, township of South Monaghan, county of Northumberland, Ont.	800 00
17543	" 2	Alexander Gordon	Damages by water to parts of lots 13, 14 and 15, concession 11, township of North Monaghan, county of Peterborough, Ont.	250 00
17544	Feb. 24	David Johnston <i>et al.</i>	Damages by water to part of lot 11, concession 10, township of North Monaghan, county of Northumberland, Ont.	480 00
				1908.
17572	Oct. 28	Patrick O'Connor	Damages by water to N. $\frac{1}{2}$ of lot 11, concession 7, township of Ennismore, county of Peterborough, Ont.	100 00
17576	Dec. 22	William Dwyer <i>et ux.</i>	Damages by water to lot 11, concession 16, township of Otonabee, county of Peterborough, Ont.	300 00

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DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1909—*Continued.*TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1908.			\$ cts.
17577	Dec. 12	John Finnie <i>et al.</i>	Damages by water to lot 15, concession "A" except 1 ac. S.W. corner; S. $\frac{1}{2}$ lot 16, concession 1, part lot 17, 5 ac.; and North 33 ac. of lot 16, concession "A", township of South Monaghan, county of Northumberland, Ont.	500 00
	1909.			
17578	Feb. 9	Thompson Huggins <i>et al.</i> ...	Damages by water to parts of lots 5, 6, and 7, concession 4, township of South Monaghan, county of Northumberland, Ont.	100 00
17579	" 2	Thomas Bradshaw <i>et ux.</i> ...	Damages by water to S. $\frac{1}{2}$ lot 5, concession 3, township of South Monaghan, county of Northumberland, Ont.	100 00
	1908.			
17580	Oct. 31	Robert A. Deyell <i>et al.</i> ...	Damages by water to parts of lots 10 and 11, concession 17, broken lot 12, E. $\frac{1}{2}$ lot 13, part of lot 12, concession 14, township of Otonabee, county of Peterborough, Ont.	1,190 00
	1909.			
17581	Jan. 4	Henry Mickels <i>et al.</i>	Damages by water to S. $\frac{1}{2}$ lot 9, concession 4, township of South Monaghan, county of Northumberland, Ont.	100 00
	1908.			
17582	Nov. 16	Patrick Twomey.....	Damages by water to South half of lot 12, concession 7, township of Ennismore, county of Peterborough, Ont.	75 00
17584	Dec. 21	Henry R. Stewart <i>et ux.</i> ...	Damages by water to lot 17, concession 17, township of Otonabee, county of Peterborough, Ont.	00 00
17585	" 12	Timothy Crowley.....	Damages by water to E. $\frac{1}{2}$ of lot 19, concession 11, township of Emily, county of Victoria, Ont.	100 00
17586	Nov. 25	Julia Hickson	Damage by water to lots 15 and 16, concession 7, township of Ennismore, county of Peterborough, Ont.	400 00
17587	Dec. 30	Amelia Parsons Hall	For damages by water to lot 8, concession 9, township of Harvey, county of Peterborough, Ont.	400 00
	1909.			
17588	Jan. 28	Martin J. Doran.....	Damages by water to N. $\frac{1}{2}$ lot 8, concession 9, township of Ennismore, county of Peterborough, Ont.	70 00
	1908.			
17589	Nov. 26	Margaret O'Donoghue <i>et al.</i> ...	Damages by water to lots 10 and 11, concession 4, and S. $\frac{1}{2}$ lot 11, concession 5, township of Ennismore, county of Peterborough, Ont.	400 00
17590	" 23	William F. Travis <i>et al.</i> ...	Damages by water to S. $\frac{1}{4}$ of lot 23, concession 10, township of Emily, county of Victoria, Ont.	200 00
17591	Dec. 26	George Moncrief <i>et al.</i>	Damages by water to S.E. $\frac{1}{4}$ lot 3 and S.W. $\frac{1}{4}$ lot 4, concession 8, township of N. Monaghan, county of Peterborough, Ont.	400 00
17592	Nov. 28	William O'Neil <i>et al.</i>	Damages by water to lot 22, concession 13, township of Emily, county of Victoria, Ont.	400 00
17593	Dec. 12	Simon Perdue <i>et ux.</i>	Damages by water to lot 19, concession 10, and S.W. $\frac{1}{4}$ lot 19, concession 11, township of Emily, county of Victoria, Ont.	00 00
	1909.			
17594	Feb. 13	William George Howden <i>et al.</i> ...	Damages by water to lots 20 and 21, concession 4, township of South Monaghan, county of Northumberland, Ont.	500 00
17595	Feb. 28	Walter Bradshaw.....	Damages by water to lot 10, concession 4, township of South Monaghan, county of Northumberland, Ont.	1,125 00
17596	Mar. 11	Israel Duncan Church <i>et ux.</i> ...	Damages by water to lot 4, concession 4, township of Burleigh county of Peterborough, Ont.	200 00
17597	" 1	John W. Smith <i>et ux.</i>	Damages by water to S. $\frac{1}{4}$ of lot 10, concession 5, township of Emily, county of Peterborough, Ont.	100 00

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DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1909—*Continued.*TRENT CANAL—*Continued.*

No. of Re-lease.	Date of Signature.	Grantor.	Description.	Amount.
	1908.			\$ cts.
17598	Mar. 1	George Arthur McQuade <i>et ux.</i>	Damages by water to N. $\frac{1}{2}$ lot 10, concession 5, township of Emily, county of Victoria, Ont.	400 00
17599	" 9	Joseph Stevenson <i>et ux.</i>	Damages by water to lot 3, concession 16, and W. $\frac{1}{2}$ lot 1, concession 15, township of Harvey, county of Peterborough, Ont.	280 00
17603	Feb. 16	Michael O'Carroll <i>et al.</i>	Damages by water to lot 23, concession 5, and N.E. part of lot 23, concession 4, township of Emily, county of Victoria, Ont.	100 00
17604	" 5	James E. Thurston <i>et al.</i>	Damages by water to S. $\frac{1}{2}$ of lot 9, concession 19, township of Verulam, county of Victoria, Ont.	144 00
	1908.			
17605	Dec. 15	John N. Telford <i>et ux.</i>	Damages by water to lot 8 and part of lot 7, concession 3, township of Ennismore, county of Peterborough, Ont.	300 00
	1909.			
17606	Feb. 27	Mary E. Kent <i>et al.</i>	Damages by water to E. $\frac{1}{2}$ of lot 12, concession 12, township of Otonabee, county of Peterborough, Ont.	80 00
17607	" 13	George McBrien <i>et al.</i>	Damages by water to N. $\frac{1}{2}$ lot 13, concession 7, township of Emily, county of Victoria, Ont.	100 00
	1908.			
17610	Dec. 12	Patrick Duffy <i>et al.</i>	Damages by water to N. $\frac{1}{2}$ lot 15, concession 8, township of Emily, county of Victoria, Ont.	150 00
	1909.			
17611	Feb. 27	James Laing <i>et al.</i>	Damages by water to W. $\frac{1}{2}$ lot 16, concession 17, township of Otonabee, county of Peterborough, Ont.	144 00
17612	" 17	John Morrissey <i>et al.</i>	Damages by water to N. $\frac{1}{2}$ lots 14 and 15, concession 17, township of Emily, county of Victoria, Ont.	220 00
	1908.			
17613	Dec. 31	James Falls <i>et al.</i>	Damages by water to lot 7 and 8, concession 19, township of Verulam, county of Victoria, Ont.	320 00
17614	Oct. 27	Stephen Harrington	Damages by water to parts of lots 12, 13 and 14, concession 8, township of Ennismore, county of Peterborough, Ont.	300 00
	1909.			
17617	Feb. 27	Thomas H. McQuade <i>et al.</i>	Damages by water to S. $\frac{1}{2}$ of lot 11, concession 5, township of Emily, county of Victoria, Ont.	500 00
	1908.			
17622	Oct. 15	Eugene Maloney	Damages by water to lot 14, concession 5, township of Ennismore, county of Peterborough, Ont.	30 00
17629	Nov. 28	Patrick Gilliece <i>et al.</i>	Damages by water to lot 23 and E. $\frac{1}{2}$ and S.W. $\frac{1}{4}$ lot 22, concession 14, township of Emily, county of Victoria, Ont.	600 00
	1908.			
17642	Mar. 20	James Gray <i>et al.</i>	Damages by water to W. $\frac{1}{2}$ of lot 8, concession 11, and part of broken lots 7 and 8, township of Otonabee, county of Peterborough, Ont.	500 00
17643	" 31	John Sargent <i>et al.</i>	Damages by water to S. $\frac{1}{2}$ of lots 3, concession 2, township of Asphodel, county of Peterborough, Ont.	100 00
17644	" 23	John Smyth <i>et al.</i>	Damages by water to S. $\frac{1}{2}$ of lot 15, concession 2, and N.W. $\frac{1}{4}$ lot 16, concession 2, township of South Monaghan, county of Northumberland, Ont.	1,500 00
17646	" 13	William McCarroll <i>et al.</i>	Damages by water to lot 22, concession 4, township of Emily, county of Victoria, Ont.	250 00
17647	" 8	Rupert H. Bradburn <i>et ux.</i>	Damages by water to lot 12, concession 15, township of Otonabee, county of Peterborough, Ont.	1,200 00
17651	" 30	James W. Latimer <i>et al.</i>	Damages by water to W. $\frac{1}{2}$ of lot 4, concession 6, township of South Monaghan, county of Northumberland, Ont.	100 00
	1908.			
17655	Oct. 28	Richard Killen	Damages by water to N. $\frac{1}{2}$ of lot 13, concession 7, township of Ennismore, county of Peterborough, Ont.	500 00

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DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1909—*Concluded.*TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1909.			\$ cts.
17655	Mar. 10	James Emberson <i>et al.</i>	Damages by water to S. $\frac{1}{2}$ of lot 16, concession 3,0 township of South Monaghan, county of Northumberland, Ont.	350 00
17657	" 12	Samuel J. McIlwain <i>et al.</i>	Damages by water to S. $\frac{1}{2}$ of lot 14, concession 7, township of Emily, county of Victoria, Ont.	100 00
17658	" 15	Agnes Collins <i>et al.</i>	Damages by water to lot 11, concession 13, township of Otonabee, county of Peterborough, Ont.	150 00
17659	" 15	Mary Mulcahy <i>et al.</i>	Damages by water to lot 13, concession 5, township of Otonabee, county of Peterborough, Ont.	140 00
17660	" 27	Jesse Simon Thurston.....	Damages by water to N. $\frac{1}{2}$ of lot 9, concession 19, township of Verulam, county of Victoria, Ont.	100 00
17661	" 16	Ann McKinty <i>et al.</i>	Damages by water to lot 2, concession 12, township of Harvey, county of Peterborough, Ont.	180 00
17662	Feb. 16	Robert George Tully.....	Damages by water to N. $\frac{1}{2}$ of lot 23, concession 4, township of Emily, county of Victoria, Ont.	60 00
17663	Mar. 20	William T. Cowling <i>et al.</i>	Damages by water to W. $\frac{1}{2}$ of lot 3, concession 6, township of South Monaghan, county of Northumberland, Ont.	50 00
17664	Feb. 15	Spurgeon Cosh <i>et al.</i>	Damages by water to north 50 acres lot 11, concession 19, township of Verulam, county of Victoria, Ont.	100 00
17665	Mar. 6	David Wilson <i>et ux.</i>	Damages by water to S.E. $\frac{1}{4}$ of lot 4, concession 8, township of North Monaghan, county of Peterborough, Ont.	150 00
17666	Mar. 12	James A. Warner <i>et al.</i>	Damages by water to W. $\frac{1}{2}$ of lot 6, concession 3, township of Asphodel, county of Peterborough, Ont.	330 00
17667	" 13	James Latimer <i>et al.</i>	Damages by water to lot 5, concession 6, township of South Monaghan, county of Northumberland, Ont.	630 00
17668	" 12	Gordon L. Rusk <i>et ux.</i>	Damages by water to S. $\frac{1}{2}$ of lot 15, concession 7 township of Emily, county of Victoria, Ont.	120 00
17669	" 11	Richard C. Latimer <i>et al.</i>	Damages by water to W. $\frac{1}{2}$ of lot 4, concession 6, township of South Monaghan, county of Northumberland, Ont.	120 00
17670	" 10	Charles F. Bent <i>et ux.</i>	Damages by water to N. part of S.E. $\frac{1}{2}$ of lot 11; N.W. $\frac{1}{4}$ of lot 8 and part of S.W. $\frac{1}{4}$ of said lot 8, in concession 4, township of Emily, county of Victoria, Ont.	50 00
	1908.			
17685	Oct. 17	John Young.....	Damages by water to N. $\frac{1}{2}$ lot 7, concession 9, township of Ennismore, county of Peterborough, Ont.	150 00
	1909.			
17721	Feb. 3	Mary Baxter.....	Damages by water to E. $\frac{1}{2}$ lot 3, concession 5, township of South Monaghan, county of Northumberland, Ont.	1,000 00
17723	Jan. 27	Roman Catholic Episcopal Corporation of Diocese of Peterborough, Ont.	Damages by water to part of lot 12, concession 4, township of Ennismore, county of Peterborough, Ont.	40 00
17724	Mar. 13	Alexander Elliott <i>et al.</i>	Damages by water to W. $\frac{1}{2}$ of lot 6, concession 13, township of Harvey, county of Peterborough, Ont.	128 00
	1908.			
17726	Dec. 19	John K. Galvin <i>et ux.</i>	Damages by water to lot 3, concession 10, township of Ennismore, county of Peterborough, Ont.	10 00
	1909.			
17739	Jan. 30	Bernard Flood.....	Damages by water to S. $\frac{1}{2}$ of lot 7, concession 9, township of Ennismore, county of Peterborough, Ont.	150 00
	1908.			
17740	Dec. 11	Thomas Flood.....	Damages by water to part of lot 1, concession 7, township of Ennismore, county of Peterborough, Ont.	75 00
17741	Nov. 6	Patrick Garvey <i>et ux.</i>	Damages by water to S. $\frac{1}{2}$ lot 2, concession 6, township of Ennismore, county of Peterborough, Ont.	300 00
	1909.			
17742	Feb. 2	Michael Crough <i>et al.</i>	Damages by water to S. $\frac{1}{2}$ of lot 13, concession 5, township of Ennismore, county of Peterborough, Ont.	30 00

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DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1909.—*Concluded.*

TRENT CANAL—*Concluded.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1908.			\$ cts.
17743	Mar. 12.	Wesley Whitfield.....	Damages by water to lots 5 and 6 concession 7, township of North Monaghan, county of Peterborough, Ont.	425 00
17744	Feb. 2	William B. Crouch <i>et al.</i> ...	Damages by water to lot 13, concession 5, and to part of lot 14, concession 6, township of Ennismore, county of Peterborough, Ont.	40 00
	1908.			
17745	Nov. 19	Michael Gannon.....	Damages by water to lot 8, concession 10, township of Ennismore, county of Peterborough, Ont.	300 00
17747	Oct. 15.	John P. Flood.....	Damages by water to N. $\frac{1}{2}$ lot 2, concession 8, and lot 2, concession 9, township of Ennismore, county of Peterborough, Ont.	250 00
	1909.			
17748	Feb. 4.	George Lockie.....	Damages by water to lot 4, concession 7, township of North Monaghan, county of Peterborough, Ont.	350 00
17749	Jan. 15.	Nelson Sage <i>et ux.</i>	Damage by water to E. $\frac{1}{2}$ and W. $\frac{1}{2}$ of lot 6, concession 8, township of North Monaghan, county of Peterborough, Ont.	215 00
	1908.			
17750	Dec. 21.	James Chambers <i>et al.</i>	Damages by water to parts of lots 20, 21 and 22 in concession 16, township of Otonabee, county of Peterborough, Ont.	217 00
17751	Nov. 21	Peter F. Flood <i>et al.</i>	Damages by water to parts of lots 1 and 2 concession 8, township of Ennismore, county of Peterborough, Ont.	90 00
	1909.			
17753	Feb. 4.	John Throop.....	Damages by water to E. $\frac{1}{2}$ lot 3, concession 11, township of Otonabee, county of Peterborough, Ont.	100 00
	1908.			
17757	Dec. 11	Michael Flood.....	Damages by water to lot 1, concession 8, township of Ennismore, county of Peterborough, Ont.	90 00
17758	" 29	Joshua Chambers.....	Damages by water to lot 9, concession 8, township of North Monaghan, and to parts of lots 19 and 20, concession 15, township of Otonabee, county of Peterborough, Ont.	408 00
17759	" 29	Robert W. Chambers <i>et al.</i> ...	Damages by water to parts of lots 21 and 22, and to lot 23, concession 16, township of Otonabee, county of Peterborough, Ont.	181 00
	1909.			
17767	Mar. 13	M. Fitzpatrick.....	Damages to parts of lots 17 and 18, concession 9, township of Emily, county of Victoria, Ont.	400 00
	1908.			
17768	Nov. 21.	M. Perdue.....	Damages to S. $\frac{1}{2}$ of lot 4, concession 2, township of Ennismore, county of Peterborough, Ont.	400 00
17772	" 28	W. M. Harrington.....	Damages to S. $\frac{1}{2}$ of lot 11, S. $\frac{1}{2}$ of lot 14 and to lot 15, concession 8, township of Ennismore, county of Peterborough, Ont.	225 00

WELLAND CANAL.

	1908.			
17452	Dec. 19	E. I. Kramer.....	Damages consequent upon the loss of a horse.....	130 00

*Too late for last year's report.

H. F. ALWARD,

Departmental Solicitor.

PART III

REPORTS OF GOVERNMENT RAILWAY
OFFICIALS AND OTHERS FOR
THE YEAR 1908-09

1. D. Pottinger, General Manager Government Railways, I.C.R.
W. B. MacKenzie, Chief Engineer, I.C.R.
T. C. Burbee, Engineer of Maintenance, I.C.R.
G. R. Joughins, Superintendent of Motive Power, I. C. R.
S. L. Shannon, Comptroller, I. C. R.
2. D. Pottinger, General Manager Government Railways, Windsor Branch.
T. C. Burbee, Engineer of Maintenance, Windsor Branch.
S. L. Shannon, Comptroller, Windsor Branch.
3. D. Pottinger, General Manager Government Railways, P.E.I. Ry.
W. B. MacKenzie, Chief Engineer, P.E.I. Ry.
G. A. Sharpe, Superintendent, P.E.I. Ry.
W. S. Poole, Mechanical Superintendent, P.E.I. Ry.
W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
4. Chairman and Secretary of Government Railways Provident Fund.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,

MONCTON, N.B., June 23, 1909.

Sir.—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended March 31, 1909.

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 reports 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. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores
9. General balance.
10. Statement of averages

The length of railway in operation during the year was the same as last year. During the year the railway was remeasured and the length was found to be 1,447.13 miles instead of 1,448.62 miles as in last year's report. The corrected mileage of 1,447.13 miles has been adopted in this report.

CAPITAL ACCOUNT.

The cost of road and equipment on March 31, 1908, was..\$57,127,431 90
The additions during the year were as follows :—

Amherst—improvements.	27,211 01
Antigonish—increased accommodation.	4,500 00
Aston Junction—to provide 100-ton track scale.	2,215 02
Avondale—subway.	6,778 67
Campbellton—improvements.	18,819 97
Chatham—diversion of line and branch to wharf.	4,539 85
Chaudière Junction—engine-house, &c.	40,078 39
Dalhousie—extension of wharf.	3,000 00
Drummondville—improvements.	4,234 60
Halifax—increased accommodation.	199,973 25
Indiantown and Blackville—to put railway between in condition for operation.	79,996 73
Lévis—increased accommodation.	103 07
Loggieville—improvements.	413 34
Mulgrave—improvements.	28,190 65
Newcastle—improvements.	37,721 56
New Glasgow—increased accommodation.	8,780 65

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North Sydney—improvements.	\$ 342 82
Petit Rocher—Spur track to wharf.	15,000 00
Pictou—increased accommodation.	1,859 04
Pirate Harbour—water service.	83 70
Rivière du Loup—engine-house, &c.	112,246 31
Sackville—improvements.	26,985 46
Springhill Junction—increased accommodation.	1,647 12
Stellarton—increased accommodation.	13,316 20
Sydney—increased accommodation.	13,398 76
Sydney Mines—extension to.	4,056 06
Sydney Mines to River George—diversion of line	5,504 72
Ste. Flavie—increased accommodation.	18,311 04
Ste. Rosalie—improvements.	34,072 87
St. John—increased accommodation.	99,324 96
Truro—increased accommodation.	104,947 48
Windsor—improvements.	21 10
Locomotive and car shops with equipment.	569,994 56
New machinery for locomotive and car shops.	154,497 06
Construction—original.	365 16
Double tracking parts of line.	199,775 29
Increased accommodation and facilities.	176,955 30
New turntables.	2,369 59
Pintsch gas apparatus.	1,555 44
Strengthening bridges.	131,534 72
Water supply—to increase.	29,400 72
Air brake equipment, &c.	10,500 00
Rolling stock.	1,353,646 18
Box cars—side ladders.	6,604 70
Freight cars—air brakes.	2,104 30
Survey to ascertain the best route for an additional line from Moncton, N.B., or Amherst, N.S., to a point at or near Truro, N.S.	9,954 74
	<hr/>
	\$ 3,867,232 16
	<hr/>
Making the total on March 31, 1909.	\$90,994,664 06
	<hr/>

New machinery for locomotive and car shops—

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

Air brake equipment, &c.—

Seventy locomotives were fitted with 'Elvin' driving box lubricators, and six hundred and two triple valves for box cars were converted into the 'K' triple valve, so as to apply the brakes simultaneously.

Rolling stock—

Four locomotives of the Pacific type for passenger service, twenty-two locomotives of the consolidation type for freight service, three locomotives for switching service, ten second-class sleeping cars, four express and baggage cars, four hundred and seventy-two box freight, four refrigerator, one hundred steel side dump cars and four steam cranes were purchased, and one milk car and two auxiliary cars were built.

Box cars—side ladders—

Nine hundred and ninety-six box freight cars were provided with side ladders, two to each car.

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Freight cars—air brakes—

One hundred and thirteen cars were equipped during the year with Westinghouse automatic quick action air brakes.

Explanations in regard of the other expenditures on capital account will be found in the report of the chief engineer.

REVENUE ACCOUNT.

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

Gross earnings..	\$8,527,069 46
Working expenses..	9,328,021 55
Difference..	\$ 800,952 00

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

In 1908-9..	\$8,527,069 46
1907-8..	9,173,558 80
Decrease..	\$ 646,489 34

The earnings from passenger traffic compare as follows :—

In 1908-9..	\$2,628,218 57
1907-8..	2,711,416 98
Decrease..	\$ 83,198 41

The earnings from freight traffic compare as follows :—

In 1908-9..	\$5,502,550 58
1907-8..	6,054,493 45
Decrease..	\$ 551,942 87

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

In 1908-9..	\$ 396,300 31
1907-8..	407,648 37
Decrease..	\$ 11,348 06

The earnings by mile of railway compare as follows :—

In 1908-9..	\$ 5,892 40
1907-8..	6,322 62
Decrease..	\$ 440 22

The earnings by train mile compare as follows :—

In 1908-9..	\$ 1 24
1907-8..	1 25

The number of passengers carried compare as follows :—

In 1908-9..	2,907,237
1907-8..	2,789,371
Increase..	117,866

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There was an increase of 62,331 in the number of local passengers, and also an increase of 55,535 in the number of through passengers.

The weight of freight carried compares as follows :—

	Tons.
In 1908-9.	3,573,972
1907-8.	4,134,064
	<hr/>
Decrease.	560,092
	<hr/> <hr/>

There was a decrease in local freight of 484,981 tons and also a decrease in through freight of 75,111 tons.

WORKING EXPENSES.

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

In 1908-9.	\$9,328,021 55
1907-8.	9,157,435 53
	<hr/>
Increase.	\$ 170,586 02
	<hr/> <hr/>

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

Per mile run by engines—

In 1908-9.	\$ 1.0129
1907-8.	0.9285

Per mile run by trains—

In 1908-9.	\$ 1 35
1907-8.	1 25

Working expenses per mile of railway—

In 1908-9.	\$ 6,445 89
1907-8.	6,321 48

The rent paid to the Grand Trunk Railway Company, \$140,000, is included in the above in order to establish a comparison between the two years.

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

During the year 861,336 ordinary ties and 311 sets of switch ties were put in.

42.6 miles of track were reballasted, 51,127 cubic yards of ballast being used.

4.19 miles of additional sidings were provided at various points.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 116.31 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.

One express and baggage car, two refrigerator cars and thirty-eight hopper cars were purchased ; one postal car, three box freight cars, twenty-seven platform cars, and two hopper cars were built in the work-shops of the railway, all to replace an equal number taken out of service, the refrigerator and hopper cars were of greater capacity than the ones they replaced.

STORES.

The value of stores purchased was.	\$4,078,735 82
The value of stores used was.	4,075,351 30
The value of material sold was.	257,550 16
	<hr/> <hr/>

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

Miscellaneous.	\$ 556,412 56
Fuel.	432,405 06
Roadway and bridge material.	610,276 97
	<hr/>
Total.	<u>\$1,599,094 59</u>

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAY EMPLOYEES' PROVIDENT FUND.

The report of this fund which has been sent separately shows—

Credit balance on March 31, 1908.	\$ 139,249 21
During the fiscal year the contribution of the employees amounted to.	75,306 41
The contribution by the railway amounted to.	75,306 41
Amounts received for refunds.	30 32
	<hr/>
A total of.	\$ 289,892 35
The total expenditure was.	69,221 92
	<hr/>
Leaving a balance of.	\$ 220,670 43
To which is to be added the interest.	5,227 88
	<hr/>
Making a total amount to the credit of the fund on March 31, 1909.	<u>\$ 225,898 31</u>

During the year eighty-eight employees were retired and placed upon the fund and eleven have died, leaving two hundred and two persons on the list receiving an allowance from the fund at the end of the fiscal year.

GENERAL.

During the winter of 1908-9 a considerable quantity of snow fell on the northern portion of the line, but there were no serious delays to trains on that account. The expenditure for clearing snow and ice was \$134,434.19.

The weather during the summer of 1908 was very dry and numerous forest fires occurred by which railway property was destroyed.

On July 12, 13 and 14, 1908, forest fires which were raging at many places along the Drummond section of the line entirely destroyed the station and freight shed at Carmel, also forty-four freight cars. The books of the railway, the tickets and the greater part of the freight in the freight house were saved. At Daveluyville the station and freight shed and forty-two freight cars were destroyed. The cash-book and the through tickets were saved. At Lavergne the station and its contents were also destroyed.

On July 30, 1908, the old station-house at Saekville caught fire from the burning of the Enterprise foundry and was entirely destroyed. The freight shed was also burned.

On May 25, 1908, the freight-house at Bathurst and its contents were destroyed by fire.

On June 29, 1908, fire was discovered in one of the walls of the passenger station at Lévis. The fire was promptly put out with the assistance of the town fire brigade, and the damage caused was only slight.

On July 14, 1908, the blacksmith shop at Moneton caught fire and one-half of the roof was burned.

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On August 21, 1908, the freight shed at St. Cyrille caught fire and was entirely destroyed with its contents.

On October 22, 1908, the coal shed at Harcourt was destroyed by fire with about forty tons of coal contained in it.

On June 29, 1908, a heavy rainstorm damaged the track near Doaktown.

On August 14, 1908, high tides caused damage to the track a short distance east of Sackville bridge.

In January, 1909, there were freshets, and one of these, on the 6th and 7th, damaged the track between Fredericton and Chatham Junction.

These damages were promptly repaired.

I regret to record the death of Mr. George M. Jarvis, superintendent of the Halifax and St. John district, which occurred suddenly on June 3, 1908, while at St. John in the discharge of his duties. He was born in 1851, entered the service of the railway in 1868, passed through the grades of telegraph operator and train despatcher, and was appointed district superintendent October 17, 1898, which position he continued to occupy until his death.

It gives me pleasure to state that he performed his duties in a careful, faithful and efficient manner in all the positions which he occupied.

Mr. J. T. Hallisey, chief train despatcher at Truro was appointed superintendent of the Halifax and St. John district instead of the late Mr. Jarvis.

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

D. POTTINGER,
Genral Manager, Government Railways.

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

INTERCOLONIAL RAILWAY.

OFFICE OF THE CHIEF ENGINEER,

MONCTON, N.B., June 16, 1909.

SIR,—I have the honour to submit the following report on capital account expenditure, for the fiscal year ending March 31, 1909 :—

Improvements at Amherst—

The stone passenger station and concrete platform were completed.

Electric lighting was installed in the station.

The old baggage building was moved to the east end of the freight shed and converted into a bonded ware-room.

New roadway approaches to the station were completed.

One improved Gould-Tisdale electric semaphore was installed at the east end of the yard.

Increased accommodation at Antigonish—

A concrete platform was provided.

Subway, Avondale—

This subway was provided.

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Improvements at Campbellton—

A brick oil house was built and a sand house provided.

A contract was let for a set of 22 coaling pockets, and the work practically completed.

A contract was let for an extension to the water works. The materials required for this work were supplied by the railway, and delivered on the ground.

A hot water heating system was installed in the superintendent's dwelling.

A locomotive crane for handling coal and cinders was purchased. 568 feet of sidings were laid in the yard.

Diversion of line at Chatham and branch to wharf:—

A line was located on the ground from Nelson Station, through the town of Chatham to a junction with the present line towards Loggieville.

Engine-house, &c., Chaudière Junction—

Plans and specification were prepared, tenders called and a contract let for a freight car repair shop—the work of construction is well advanced.

The coaling pockets, cinder pits and sand-house, for which the contracts were let last year, were completed.

Considerable grading was done, and 6,137 additional feet of tracks were laid in the new yard.

Improvements were made to the water service.

Electric lighting was installed in the train service building.

Extension to wharf, Dalhousie—

The wharf at Dalhousie was extended.

Improvements at Drummondville—

Some grading was done, and 3,354 additional feet of tracks were laid in the yard.

Fort Lawrence wharf—

Nothing was done under this appropriation.

Improvements at Fredericton—

Nothing was done under this appropriation.

Increased accommodation at Halifax—

At the new yard on the west side of Water street, Halifax, N.S., the excavation was completed.

The replacing of the old stone or brick sewers cut off by the excavation for the yard at Artz and Gerrish streets and Grey's lane with 18-inch cast-iron pipe, was completed and required manholes put in. Suitable catch basins to carry the water of the street gutters to the street sewers back of the wall were also put in. To take care of the drainage from house drains cut off by the excavation for the yard, as well as to provide for the drainage from houses or factories which may in future be built along the back line of the yard, an 18-inch longitudinal terra-cotta pipe sewer was laid close to the concrete wall with required manholes and wyes for present and future connections; thus, carrying the sewerage from all house drains cut off between North and Artz street to Artz street sewer, and between Artz and Gerrish street into Gerrish street sewer. All drains cut off below Gerrish street were replaced with cast-iron pipe sewers carrying the drainage to the Water street sewer, as formerly.

The concrete retaining wall at the back line of the yard, as well as that between the high and low level tracks was completed. The filling behind the wall with heavy stone rip-rap was also completed. The erection of a wooden fence, 6 feet high, on top of the retaining wall at the back line of the yard, from Intereolonial Railway power-

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house at North street to a point south of the grain elevator near Cornwallis street, was completed, and a concrete fence built on top of the retaining wall where Artz, Gerrish streets and Grey's lane were cut off by the excavation at the back line of the yard.

Electric light poles were set in the concrete retaining wall between the high and low level tracks as the wall was being built; they being more out of the way here and most suitably placed for the lighting of the new yard. The wires were also strung for the lighting of the deep water yard.

A car cleaner's building, car fitter's and carpenter shop, and store-house were erected in the jog near North street.

A considerable portion of the track laying at the upper end of the yard was completed with required ballasting.

At the North street station the work in connection with the paving of the courtyard was completed and 282 feet 6 inches of new steel fence were erected on the new stone wall.

At Richmond, a new telegraph office building was erected and completed at the junction of the Halifax and South Western Railway with the Intercolonial.

Double-tracking Cotton Factory Branch—

The right of way from Kempt road to Campbell road was inclosed with a wire fence; and on the right of the centre line along Campbell road, by a concrete retaining wall with a wooden fence on top. The grading was completed, as well as both surface and gullet ditching. Fourteen steel-concrete culverts were constructed across the line to ensure proper drainage. One new track was laid from Kempt road to Richmond, and ballasted.

Kempt Road Subway—

The diversion of the Kempt road, so as to provide for an under crossing of the double tracks of the Cotton Factory Branch, was completed. The excavation and filling for this work extended over 1,100 feet. The subway was bounded on each side by a concrete retaining wall, on which was erected a pipe fence from the abutments to the end of the walls. A 16-inch cast-iron sewer was laid along the centre of the subway to the outlet of the main sewer of Kempt yard, with necessary manholes and side catch pits to carry the drainage from the gutters to the central sewer. At the undercrossing the temporary trestle was replaced by two abutments and a centre pedestal on which four 26 feet deck plate girder spans were erected.

Kempt Yard—

The excavation was completed, and adjoining the city of Halifax property and along Windsor street, concrete retaining walls were constructed—surmounted in the former case by a wooden fence, and in the latter by a pipe fence. The main 30-inch concrete pipe sewer with required manholes and connections with drains from the different buildings, was completed from the new engine-house to its outlet below Kempt road. The following buildings at Kempt yard, the erection of which was begun during 1907-8, were completed during 1908-9 :—

- Freight car repair shop.
- Planing mill.
- Stores and office building.
- Oil house.

Provision was made for the drainage from these to be carried to the main sewer. Fans were installed in the first two, and heating pipes provided and placed for all of these buildings.

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The following were erected and completed—

- Power-house.
- 80,000 gallon water tank.
- Sand-house.
- Cinder pit.
- Set of 14 coaling pockets.

The fans, engines, boilers, &c., in connection with the heating plant were installed in the annex of the new engine-house. The 6-inch and 10-inch water pipes for the water supply of the Kempt yard were laid and the required hydrants and stand pipe erected.

New Engine-house, Kempt Yard—

The annex and 3 sections of the engine-house have been completed, with the exception of the flooring and considerable work has been done excavating for pits, &c., for the remaining 3 sections. The excavation for the turntable circle was removed; the ring wall and centre pier put in, and the turntable placed. The steel and other materials for the completion of this building are practically all on the site.

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

Work in connection with putting the line between Indiantown and Blackville into condition for operation was carried on during the year. One 10-foot concrete arch culvert was constructed. Two concrete abutments and one pier were built at the Bartholomew bridge. A diversion of 2,000 feet was made in the line at White Rapid Brook to improve the alignment.

2,803 additional feet of tracks were put in at Renous bridge and Blackville.

The construction of the Renous bridge was well advanced towards completion.

Increased accommodation at Lévis—

Plans and specification were prepared for an extension to the ice-house.

Princess Pier, Lévis—

Nothing was done under this appropriation.

Improvements at Loggieville—

Plans and specification were prepared for an engine-house, freight-shed, baggage-room and for remodelling the existing station.

Improvements at Mulgrave—

The contract for filling in the jog in the existing wharf was completed.

A coal shed and trestle were provided.

A survey was made for an extension to the water works, plans and specification prepared, tenders called and a contract let. The material required for this was supplied by the railway, and the work will be completed in year 1909-10.

Considerable grading was done, and 1,432 feet of additional tracks laid.

One improved Gould-Tisda'e electric semaphore was installed at Pirate harbour.

The roadway to the station was changed and improved.

Increased accommodation at New Glasgow—

The undercrossings at McLean and Dalhousie streets were completed.

Improvements at Newcastle—

The contract for the enlargement of the existing engine-house was completed.

The material required in connection with the contract of the set of 16 coaling pockets was delivered by the contractor; but the work of construction was delayed on account of coal being piled on the site.

826 additional feet of tracks were laid.

Improvements were made to the water service.

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Improvements at North Sydney—

Under this appropriation an amount of \$342.82 was paid Murdock McDonald for land, Exchequer Court award, June, 1908.

Petit Rocher Spur Track to Wharf—

A spur track was constructed by day labour from Petit Rocher station to the wharf that was built by the Department of Public Works, a distance of 1.35 miles.

Increased accommodation at Pictou—

The car cleaner's building, for which the contract was let last year, was completed.

The dwelling for the agent was painted.

Preparations were made for building a loading platform.

Pirate Harbour Water Service—

This work is being done in connection with appropriation 'Improvements at Mulgrave.'

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

The contract for cinder pit and a set of 21 coaling pockets was completed.

The contract work in connection with the construction of a machine-shop, boiler-house and brick chimney was carried on during the year, and was completed with the exception of work amounting to \$500, to be done in year 1909-10.

Contracts were let for three 280 horse-power boilers, two 60-ton and one 10-ton electric travelling cranes; also for the hot-air heating and piping.

The suspension foot-bridge across the river, for use and convenience of the people employed at the new shops and engine-house, was completed.

The right of way acquired for the site of the new shop and engine-house was fenced.

Considerable grading was done, and 2,713 lineal feet of additional tracks laid.

Improvements at Sackville—

A contract was let for a new freight-house, and the work of construction is well advanced. A bonded ware-room, coal-room and a water closet were provided in the freight shed.

A concrete platform was provided in connection with the new station.

One fire hydrant and two stand pipes were erected.

Considerable grading was done around the new freight-house, and 3,716 feet of additional tracks laid.

The right of way, purchased last year for site of new freight shed, was fenced.

Increased accommodation, Springhill Junction—

A hot water heating system was installed in the station.

Increased accommodation at Stellarton—

The electric light plant, for the use of the Intercolonial Railway at Stellarton, Westville and New Glasgow, was completed.

A sand-house was provided.

Increased accommodation at Sydney—

The work in connection with the raising of the Dominion Iron and Steel Company's overhead bridge to make it the required height above the Intercolonial Railway was completed.

Extension to Sydney Mines—

A car cleaner's building was provided at Sydney Mines.

The 'Toomey house' was moved to a new location across the track to the opposite side of Vicker's lane, and converted into a dwelling for the Intercolonial Railway

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agent, at Sydney Mines. Plumbing and electric lighting were installed in this building.

A Tar-Macadam platform was laid in connection with Sydney Mines station. The work in connection with this extension is completed.

Diversion of Line, Sydney Mines to River George—

A line was located on the ground between George's river and Sydney Mines station.

Diversion of Public Road between St. Cyrille and Drummondville to eliminate a Crossing at Rail Level—

Nothing was done under this appropriation.

Increased accommodation at Ste. Flavie—

The work in connection with the contracts for an oil-house, coaling pockets, switchman's shanty, car inspector's building, car-cleaner's building, cinder pit, and an extension to freight-shed was completed. An ice-house was also provided.

Some grading was done, and 4,050 feet of additional sidings were put in the yard.

Increased accommodation at St. John—

The work in connection with the erection of the Stanley and Wall street overhead bridges was completed.

A sand-house was provided.

The old stores building at Gilbert's lane was converted into a car-cleaner's building, to be used jointly by the Canadian Pacific Railway, and Intercolonial Railway.

A set of 14 coaling pockets were erected.

A locomotive crane for handling coal and cinders was provided.

A new batter building was built.

A pole line was erected, and an arc light system installed for lighting the new yard.

The new flour-shed was wired for electric lights.

A yard office was built at the station—this was necessary on account of the double-tracking through the yard.

The road approach to the freight-shed was paved with granite blocks. Granite blocks were also provided for paving the station yard.

Jardine's bridge was widened to admit two more tracks being laid.

11,032 feet of additional tracks were laid in the yard and ballasted.

Improvements at Ste. Rosalie—

The work in connection with the contract for a four-stall engine-house and stores and office building was completed.

A steam-heating system was installed in the engine-house, stores and office building and water tank.

A cinder pit was provided.

The steam pump and 150 horse-power boiler that were purchased last year for use in connection with the water supply were put in service.

A dwelling was provided for the Intercolonial Railway agent.

Some grading was done, and 10,864 additional feet of tracks laid in the new yard.

A highway was constructed on the Intercolonial Railway property at the south side of the Grand Trunk Railway, for the purpose of eliminating 6 farm crossings through the new yard.

Increased accommodation at Truro—

The contract for a car-cleaner's building, sand-house, straightening Leper brook, building concrete masonry for two approaches to the new yard and one highway bridge was completed.

Plans and specification were prepared, tenders sought and a contract let for the

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construction of a highway at the east end of the yard to take the place of Christie's lane, which was closed by the construction of a track in the new yard; also for crib-work protection at the ends of the bridge abutments to the approaches to the new yard.

A set of 14 coaling pockets were built by contract.

88,427 square feet of land, in connection with the improvements to the new yard were purchased.

A large quantity of grading was done, and 28,640 lineal feet of additional tracks laid in the new yard.

Improvements were made to the water service.

One improved Gould-Tisdale electric semaphore was installed at the north end of the yard.

Improvements at Windsor—

Nothing was done under this appropriation.

Locomotive and Car-shops with equipment and New Freight Yard at Moncton—

Work at the new shops has been progressing favourably during the year.

The contract work in connection with the following buildings was completed.

Freight ear repair-shop, planing-mill, passenger car repair-shop, stores and office building, paint-shop, power-house, gas-house, dry kiln and locomotive shops; which includes erecting-shop, boiler-shops, machine-shop, blacksmith-shop and tool, bolt and brass-rooms.

The transfer table for transferring cars between the passenger car repair-shop and paint-shop, was completed.

Two 60-ton electric travelling cranes were put in place in the erecting-shop.

Two 10-ton electric travelling cranes were erected in the machine-shop.

Two 35-ton and one 10-ton electric travelling cranes were put in place in the boiler-shops.

A 16-ton hand-travelling crane was erected in the power-house.

The gas plant and gas engines were erected.

The fan-heating system for the shops was installed complete.

Two Babcock & Wilcox boilers, 500 horse-power each, were installed in the power-house.

The work in connection with the electrical equipment was carried on during the year and the installation is well advanced and partly in operation.

A large amount of grading and ballasting was done, and 36,952 feet of tracks were laid in the yard.

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

New Machinery for Locomotive and Car-shops—

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

Original construction—

Under the appropriation the following amounts were paid:—

Alexander Philip's estate, on the Dartmouth branch, .273 of an acre of land and interest, \$182.26. R. T. McIlreith for legal expenses in connection with the above \$44.02. George W. Kyte for legal expenses in connection with the paint claim at Point Tupper, \$88.88. R. T. McIlreith and Maggie McDonald for .65 of an acre of land at Riverside, Inverness County, Cape Breton, \$50.

Double tracking parts of line—

Work in connection with double tracking between Moncton and Painsec junction was carried on during the year. New double track bridges were placed at Hall's creek and Humphrey's mill stream.

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The culverts were extended; all the cuts graded, and the old line lowered to new grades. There remains some track to be lifted to new grade, and ballasting of tracks, which will be done early in fiscal year 1909-10.

A line was located on the ground for new double track between Painsec junction and Calhoun's; also for second track on present right of way from Calhoun's to Dorchester.

A new double track line on low grade, to avoid Dorchester Summit, was located on the ground between Dorchester and Sackville.

A loop line was located on the ground for the north yard across Hall's creek to Humphrey's.

One improved Gould-Tisdale electric semaphore was installed at the west end of Painsec Junction yard.

Increased accommodation and facilities along the line—

The following work was done under this appropriation —

Amqui—Hot water heating installed in the station.

Acadiaville—The loading platform was extended.

Acadiaville—A sewer was built in connection with the station.

Adamsville—The station was moved and extended.

Boisdale—A contract was let for enlarging the existing station.

Bic—A baggage-room was built.

Beaver Brook—A new freight-shed was provided.

Bathurst—Toilet accommodation was put in the station.

Bloomfield—The existing station was enlarged.

Cap St. Ignace—The station was extended.

Cross Creek—A new freight shed was provided, and the station remodelled.

Chelmsford—A shelter was provided.

Chatham Junction—Hot water heating was installed in the station and agent's dwelling.

Cedar Hall—A new station, freight-house and platform were provided, and the old station converted into a dwelling for the agent.

De Lotbinière—The station was extended.

Durham—A shelter was provided.

Doaktown—A new freight-shed, baggage-room and oil-house were provided, and the existing station enlarged.

Doirion's—A shelter was provided.

Elgin Road—Additional loading accommodation was provided.

Fredericton—Toilet accommodation was provided in the station.

Iona—The existing station was moved and remodelled.

Kempt—Additional loading ground was provided.

Matapedia—Hot water heating was installed in the station.

Moncton—A car cleaner's building was provided.

Milford—A loading platform was provided.

McKenzie—A contract was let for a combined station and dwelling.

New Mills—The baggage-room was extended and the station enlarged.

Norton—Hot water heating was installed in the station; also water supply and toilet accommodation.

Oxford—Hot water heating and toilet accommodation were put in the station.

Pugwash—The freight shed was enlarged, and hot water heating put in the station. The wharf was stripped to low water and rebuilt some feet higher than old wharf; it was filled with stone and gravel and one additional track provided. The freight shed on the wharf was removed.

Pomquet—A cattle pen was provided.

Rimouski—A new freight shed was provided.

Rivière Ouelle.—A new loading platform was provided.

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St. Jean Port Joli—The existing freight-shed was extended and hot water heating was installed in the station.

St. Romuald—The existing freight-shed was extended.

Salmon Lake—A baggage-room was provided, water put in the station and a loading platform built.

Sayabec—A coal and oil-house and baggage-room were provided.

Scoudouc—A new station, coal and oil-house, and loading platform were provided.

Ste. Monique—A coal-shed and water closet were provided.

St. Eloi—The existing freight-shed was extended.

Sacré Cœur—The station was extended.

Upper Blackville—A new station was provided.

Zionville—A combined station and freight-shed was provided.

Fencing—15,859 rods of wire fence were erected on the Canada Eastern where the right of way had never been fenced.

Wells were provided at the following places :—

Beaver Brook, Eel River, Red Pine, Millstream, River Ouelle, St. Germain, Hoffat's, Salt Springs, Barney's River, Indiantown, Adamsville and Pugwash.

Improved Gould-Tisdale electric semaphores were installed at Laurier, St. Eugène, Sayabec, Cap St. Ignace and Chatham Junction.

SIDINGS.

	Feet.
Aston Junction, siding extended..	1,286
Adamsville, new siding..	920
Aulac, new siding..	625
Black River, new siding..	1,600
Bayfield Road, new siding..	1,510
Chaudière Curve, new siding..	675
Campbellton, new siding..	1,352
DeLotbinière, siding extended..	715
Daveluyville, siding extended..	868
Durham, siding extended..	100
East Mines, siding extended..	383
Estmere, siding extended..	252
Fortier's, new siding..	2,103
Fort Lawrence, new siding..	2,021
Heppel's, new siding..	207
Kinsac, new siding..	1,532
L'Islet, siding extended..	382
Lock Broom, new siding..	285
McLeod's new siding..	324
Milford, new siding..	200
Malagash, new siding..	1,470
Monastery, new siding..	1,925
Oxford Junction, new siding..	2,229
Rivière Ouelle, siding extended..	108
Rimouski, new siding..	880
Rogersville, new siding..	700
St. Eugène, siding extended..	2,036
Ste. Monique, new siding..	2,500
St. Alexandre, siding extended..	225
St. François, siding extended..	200
St. Paschal, siding extended..	270
St. Michel siding extended..	750
St. Valier, siding extended..	700
St. Jean Port Joli, siding extended..	730

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	Feet.
St. Henri Junction, new siding..	1,994
St. Fabien, siding extended..	600
Salisbury, new siding..	1,060
Seoudouc, new siding..	1,400
Thibault's, siding extended..	598
Taylor Road, new siding..	1,455
Upper Blackville, siding extended..	163
Villeroy, siding extended..	690
Windsor Junction, new siding..	564

New Turntables—

The 75-foot through turntable that was under contract for Sussex, was delivered and erected at Halifax to replace the one transferred from Halifax and erected at Sussex in year 1907-8.

A 70-foot through turntable was purchased and erected at Newcastle.

A 75-foot through turntable was delivered at Loggieville, and will be erected during the year 1909-10.

Pintsch gas apparatus—

A pintsch gas apparatus was installed complete at Lévis.

To strengthen bridges—

The following bridges were erected in place during the year :—

	Feet.	Inches.
Musquash—1 through plate girder span..	106	— 8
Model Farm—1 deck plate girder span..	27	— 10
Rothesay (Gondola)—1 deck plate girder span..	28	— 10
Rothesay (Davidson's)—1 deck plate girder span..	35	— 6
Anagance—1 deck plate girder span..	32	— 8
Truro (Leper Brook)—4 deck plate girder span..	21	— 0
Meadowville—1 beam span..	15	
Meadowville—1 beam span..	13	
Meadowville—1 deck plate girder span..	24	— 6
Meadowville—1 deck plate girder span..	25	
River John—1 beam span..	13	— 8
Sylvester—1 deck plate girder span..	18	— 6
Humphrey's—2 deck plate girder spans for double track	98	
Hall's Creek—2 deck plate girder spans, for double track	56	
Hall's Creek—2 deck plate girder spans, over subway, for double track..	15	— 6
Bathurst—1 beam span..		
St. Alexis—1 beam span..	12	— 2
St. Alexis—1 beam span..	12	— 4
St. Alexis—1 beam span..	14	— 7
Millstream—1 beam span..	11	— 2
Millstream—1 beam span..	12	— 5
Assametquaghan—1 beam span..	14	— 3
Assametquaghan—1 beam span..	13	— 1
Assametquaghan—1 beam span..	13	— 6
Causapscal—1 beam span..	13	— 4
Causapscal—1 beam span..	11	— 2
Causapscal—1 beam span..	14	— 4
Causapscal—1 beam span..	12	— 9
Causapscal—1 beam span..	15	— 2
Matapedia—1 beam span..	16	— 1
Moffat's—1 beam span..	16	— 9

	Feet.	Inches.
Milner's overhead bridge, 1 railway plate girder span..	45	— 6
Union St. overhead bridge, 1 highway plate girder span.	74	— 1
Pomquet—1 through plate girder span.	86	— 6
Harbour au Bouche—1 deck plate girder span.	18	— 3
Bear Brook—1 deck plate girder span.	14	— 9
Brierly's Brook—1 deck plate girder span.	19	— 10
Beaver Brook—1 deck plate girder span.	21	
Mount Uniacke—1 beam span.	14	— 9
Mount Uniacke—1 deck plate girder span.	23	
Newport—1 beam span.	14	— 11
Newport—1 beam span.	15	
Newport—1 deck plate girder span.	19	
Newport—1 beam.	15	

Steel work was delivered for bridges at St. Octave (2), Kempt (2), Cedar Hall (3), Amqui (2). Beau Rivage (2). Trois Saumons, Hadlow and St. Romuald (10). These will be erected in place next year.

11,000 Hillside paving blocks were delivered for paving roadway on Union street overhead bridge, Moncton, N.B.

Isle Verte, St. Henri, Boyer River and Bic bridges were painted.

A 90-foot deck plate girder span was erected at Pine Tree, with new concrete masonry.

To increase water supply—

During the year work was done on water works at the following places :—

Doaktown, Trois Pistoles, Durham Bridge, Gibson, Charlo, St. Appollinaire, Glengarry, Piedmont, St. Charles Junction and Little Métis.

Air-brake equipment—

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

Rolling stock—

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

Side ladders to box cars—

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

Air-brakes to freight cars—

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

To exchange draw bars on freight cars—

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

To provide for Survey to ascertain the best route for an additional line from Moncton, N.B., or Amherst, N.S., to a point at or near Truro, N.S.

A preliminary instrumental survey was made for a low-grade single track railway from Amherst to Truro, via Parrsboro', and plan, profile and estimates were prepared.

To provide a 100-ton track scale at Aston Junction—

This scale was provided.

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To provide siding for passenger cars at Gibson—

Nothing was done under this appropriation.

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

(Sgd.) WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
Member Govt. Railways Managing Board,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,

MONCTON, N.B., May 27, 1909.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department for the year ending March 31, 1909.

TRACK.

During the year 147.265 miles of 56, 58, 67, 80 and 110-pound rails were taken up and replaced with 67 and 80-pound rails.

TIES.

During the year 861,336 ordinary ties and 311 sets of switch ties were put in the track.

BALLASTING.

During the year 42.6 miles of track were ballasted, using 51,127 cubic yards of gravel and ashes.

SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following stations :—

Cap St. Ignace..	1
Mitchell..	1
Mulgrave....	1
Ste. Monique..	1
St. Eugène..	1

One hundred and thirty-eight new switches were installed during the year.

New telegraph signals were provided at the following stations :—

Daveluyville....	1
De Lotbinière..	1
Point Lévis..	1

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

SIDINGS.

During the year 4.19 miles of additional siding accomodation has been provided at different points on the line for maintenance account.

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FENCE BUILT BY OUR OWN MEN.

8.45 miles of woven and barbed wire fence was built at different points on the line by our own men.

Built by contract, 107.86 miles of woven wire fencing.

Necessary repairs were made to fences throughout the line.

SNOW FENCES.

There was built during the year 3,215 rods of stationary snow fence 8 feet high.

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

WHARFS AND TRESTLES.

Repairs.

St. John, long wharf.	Richmond, coal trestle.
St. John, coal trestle.	Chatham, wharf.
St. John, ballast wharf.	Drummondville, coal trestle.
St. John, Courtney Bay Branch, breakwater.	Montmagny, ice breakers.
Halifax, pier No. 2.	Mulgrave, wharf.
Halifax, pier No. 3.	North Sydney, wharf.
Halifax, pier No. 4.	Prince's Pier, wharf.
Halifax, pier No. 5.	Point du Chêne, wharf.
Halifax, Cunard's wharf.	Point Tupper, wharf.
Halifax, D.W.T., landing stage.	Pictou, wharf.
Halifax, D.W.T., coal trestle.	Pictou Landing, wharf.
Richmond, pier No. 6.	River Ouelle, wharf.
Richmond, pier No. 8.	Trois Pistoles Branch, trestle.

BRIDGES AND CULVERTS.

Repairs.

Avondale, culvert.	Halifax, North Street, overhead bridge.
Aulac, culvert.	Hampton, culvert.
Aston Jct., culvert.	Indiantown Branch, culverts.
Bear Brook, bridge.	Lakeside, overhead bridge.
Blackville, bridge.	Laurier, culvert.
Benjamin River, bridge.	Munroe's, bridge.
Bathurst, culvert.	Mill Brook, bridge.
Bic, culvert.	Milners', culvert.
Bagot, culvert.	Marysville, bridge.
Cross Creek, bridge.	Manseau, bridge.
Cross Creek, culvert.	Nappan, overhead bridge.
Chatham, culverts.	Nicolet Branch, culverts.
Chatham Jct., culverts.	Ottawa Brook, bridge.
Causapsal, culvert.	Oxford Jct., culvert.
Cacouna, culvert.	Pictou, culvert.
Chaudière Jct. culvert.	Pomquet, bridge.
Chaudière, culvert.	Pugwash Jct., culvert.
Carmel, culverts.	Passekeag, overhead bridge.
Carmel, overhead bridge.	Quispamsis, overhead bridge.
Dewar's, bridge.	River Denys, bridge.
Doaktown, culvert.	River du Loup, bridge.
Doaktown, bridge.	River du Loup, culvert.
Dickie's, bridge.	River du Loup Wharf Branch, culverts.
Dartmouth, bridge.	River Ouelle, wharf.
Dartmouth, culvert.	Stellarton, culvert.
Dartmouth, ferry bridge.	St. John, Wall Street, overhead bridge.
Daveluyville, bridge.	St. John, Dorchester Street, overhead bridge.
Daveluyville, culvert.	
Dessaint, culvert.	St. John, Jardine's bridge.
DeLotbinière, culvert.	St. John, Island Yard, culverts.
Evans', culvert.	St. John, Island Yard, foot bridge.
Fredericton, bridge.	St. Eloi, culvert.
Halifax, Cotton Factory Branch, culverts.	St. André, culvert.

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Ste. Hélène, culvert.
 St. Joseph, culverts.
 St. Pacôme, culvert.
 Ste. Louise, culverts.
 St. Alexandre, culvert.
 St. Léonard, culvert.
 St. Eugène, culvert.
 St. Appollinaire, culvert.
 St. Cyrille, culvert.

St. Edward, culvert.
 Ste. Monique, culvert.
 Upper Cross Creek, culvert.
 West River, bridge.
 Westville, culvert.
 Wallace, bridge.
 West Merigomish, culvert.
 West Merigomish, bridge.

MASONRY WORK DONE.

Repairs.

Fall River, west of, box culvert.	Lorne Station, 2 miles west of, box culvert.
Gordon Summit, 1 mile west of, box culvert.	Lorne Station, $\frac{1}{2}$ mile west of, box culvert.
Gordon Summit, 1 mile west of, pipe culvert.	Lorne, (old siding), $\frac{1}{2}$ mile west of, culvert.
Gordon Summit, $\frac{1}{2}$ mile west of, bridge.	Milford, culvert.
Between Graham's and Brookefield, culvert.	Milford, east end of yard, culvert.
Grand Lake, $\frac{1}{2}$ mile east of, bridge.	Milford, 1 mile east of, culvert.
Hansford, $\frac{1}{2}$ mile east of, tool house chimney.	Shubenacadie, (Miller's Brick Yard), box culvert.
Hilden, station chimney.	St. Pierre, box culvert.
Hilden, west of, bridge.	St. Pierre, culverts.
Kinsack, culvert.	Truro, carpenter shop chimney.
Kinsack, $\frac{1}{2}$ mile west of, bridge.	West River, 1 $\frac{1}{2}$ miles east of, culverts.
Between Leeland and Kinsack, culvert.	West River, 1 mile east of, box culverts.
Lansdowne, $\frac{3}{4}$ mile west of, culvert.	West River, $\frac{1}{4}$ mile east of, culvert.

PAINTING.

Bridges.

Amqui, bridges No. 1 and 6.	Manseau, bridge No. 1.
Assametquaghan, bridge No. 29.	Montmagny, bridge No. 3.
Athol, bridge No. 10.	McKenzie, bridge No. 10.
Anagance, bridge No. 6.	Mud Creek, bridge No. 4.
Alba, bridges Nos. 27 and 3.	Malagash, bridges Nos. 23, 25, 28 and 29.
Black River, bridge No. 3.	Mulgrave, ferry bridge.
Bic, bridges Nos. 4 and 5.	McKinnon's Harbour, bridges Nos. 5 and 13.
Belmont, bridges Nos. 1 and 2.	McDonald's, trestle.
Brookville, bridge No. 3.	McIntyre's Lake, bridge No. 13.
Belledune, bridge No. 7.	Norton, bridge No. 12.
Bathurst, bridges Nos. 9 and 18.	New Mills, bridges Nos. 4 and 12.
Beaver Brook, bridge No. 13.	Nash's Creek, bridges Nos. 7 and 8.
Blackville, bridge No. 3.	Nigadoo, bridges Nos. 13 and 15.
Conn's Mills, bridge No. 6.	Old Lake Road, bridge No. 2.
Chaudière Curve, bridges Nos. 1 and 12.	Onslow, bridge No. 3.
Cedar Hall, bridge No. 17.	Oxford, bridge No. 24.
Causapsal, bridges Nos. 14 and 11.	Orangedale, bridges Nos. 1, 10 and 20.
Daveluyville, bridge No. 1.	Ottawa, Brook, bridge No. 16.
DeLotbinière, bridges Nos. 1, 5 and 10.	Point Tupper, ferry bridge.
Dessaint, bridge No. 10.	Pugwash, bridges Nos. 4 and 14.
Debort, bridge No. 10.	Quispamsis, bridges Nos. 2, 4, 6 and 14.
Darling's Brook, bridge No. 13.	River Ouelle, bridge No. 2.
Dawlin's Brook, trestle.	River Phillip, bridge No. 6.
Elgin Road, bridge No. 4.	Riverside, bridge No. 4.
Gloucester Jct., bridges Nos. 3, 5 and 6.	River John, bridge No. 3.
Glengarry, bridge No. 3.	Riverdale, bridge No. 1.
Grand Lake, bridge No. 1.	River Denys, bridges Nos. 3 and 23.
Hilder, bridges Nos. 1 and 9.	River du Loup Wharf Branch, bridge No. 5.
Hampton, bridge No. 11.	Ste. Rosalie, bridge No. 1.
Holm's Brook, bridge No. 16.	St. Apollinaire, bridge No. 1.
Horn's Brook, bridge.	St. Nicholas, bridge No. 3.
Kempt, bridge No. 20.	St. Romuald, bridge No. 4.
Lemieux, bridge No. 3.	Ste. Louise, bridges Nos. 1 and 10.
Laurier, bridges Nos. 18 and 19.	
L'Islet, bridge No. 3.	

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Ste. Anne, bridge No. 4.	Stewiacke, bridges Nos. 4 and 6.
St. Pacôme, bridges Nos. 3 and 4.	St. John, bridges Nos. 2 and 3.
St. Philippe de Neri, bridges Nos 6 and 10.	Trois Saumons, bridges Nos. 3 and 5.
St. Paschal, bridge No. 3.	Truro, bridges Nos. 14, 15 and 16.
St. Eloi, bridge No. 7.	Tatamagouche, bridge No. 3.
St. Anacllet, bridges Nos. 2, 9 and 10.	Union, bridge No. 1.
Ste. Luce, bridges Nos. 5, 7 and 8.	Villeroi, bridge No. 1.
St. Moise, bridges Nos. 1 and 7.	Wellington, bridge No. 1.
Sayabec, bridges Nos. 1 and 8.	Wallace, bridges Nos. 2, 3 and 13.
Salmon Lake, bridge No. 24.	West Bay Road, bridges Nos. 4, 17 and 23.
St. Alexis, bridge No. 1.	Walker's Gulch, trestle.
Salmon River, bridge.	Four Plate Girder, bridge No. 5.

BUILDINGS.

Repairs.

Apohaqui, freight house.	Moncton, general manager's house.
Bedford, agent's dwelling.	Monastery, station.
Bathurst, station.	Oxford, station.
Calhoun's, flag station.	Richmond, station.
Chatham Jct., station.	Shubenacadie, station roof.
Conn's Mills, station.	Springhill Jct., station.
Dorchester, station.	Sussex, freight house.
Debert, station.	Salisbury, station.
East Mines, station.	St. John, water tank.
Elmsdale, station roof.	Scotsburn, station.
Enfield, station roof.	Truro, freight house roof.
Halifax, No. 4 pier shed.	Tatamagouche, station.
Hilden, station.	Westchester, station.
Levis, station and baggage room.	Wallace, station.

BUILDINGS AND PLATFORMS.

Repairs.

Necessary repairs were made to stations and dwellings at the following places :—

Alma.	Bagot.
Afton.	Cleveland.
Antigonish.	Conn's Mills.
Avondale.	College Bridge.
Athol.	Cold Brook.
Amherst.	Coal Branch.
Anagance.	Chatham.
Apohaqui.	Canaan.
Adamsville.	Chatham.
Assametquaghan.	Cross Creek.
Anqui.	Charlo.
Aston Jct.	Craig's.
Boisdale.	Cedar Hall.
Beaver Cove.	Campbellton.
Brown's Point.	Causapsal.
Bayfield Road.	Cacouna.
Burnside.	Chaudière Jct.
Bedford.	Chaudière Curve.
Brookfield.	Chaudière.
Belmont.	Cap St. Ignace.
Boundary Creek.	Carmel.
Bloomfield.	Denmark.
Brookville.	Dartmouth.
Buctouche Jct. Tower.	Debert.
Barnaby River.	Dorchester.
Boiestown.	Doaktown.
Blackville.	Dalhousie Jct.
Beaver Brook.	Dalhousie.
Bathurst.	Dessaint.
Bic.	DeLotbinière.

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Daveluyville.
 Drummondville.
 Elmsdale.
 Evans'.
 Fairview.
 Folleigh.
 Flat Lands.
 George's River.
 Grand Narrows.
 Glengarry.
 Greenville.
 Gibson.
 Gloucester Jct.
 Heatherton.
 Harcourt.
 Hadlow.
 Harlaka Jct.
 Isle Verte.
 James River.
 Jones'.
 Jubilee.
 Jacquet River.
 Kempt.
 Lock Broom.
 Lyons' Brook.
 Lansdowne.
 Londonderry.
 Little Metis.
 Levis.
 Letellier.
 Laurier.
 Lemieux.
 Mines Road.
 Meadowville.
 Malagash.
 Mulgrave.
 Merrigomish.
 Marshy Hope.
 Monastery.
 Maccan.
 Memramcook.
 Moncton.
 Marysville.
 Moffatts'.
 Matapedia.
 Millstream.
 Montmagny.
 Mitchell.
 McKinnon's Harbour.
 McGivneys.
 McNeish's.
 North Sydney.
 North Sydney Jct.
 New Glasgow.
 Nappan.
 Norton.
 Nauwigewauk.
 Newcastle.
 Nelson.
 Nash's Creek.
 New Mills.
 Nicolet.
 Orangedale.
 Oxford.
 Oxford Jct.
 Old Lake Road.
 Point Tupper.
 Picton.
 Pugwash Jct.
 Pugwash.
 Pirate Harbour.
 Piedmont.
 Pomquet.
 Painsec Jct.
 Petitcodiac.
 Portage Ballast Pit.
 Pointe du Chêne.
 Petit Rocher.
 River John.
 Rockingham.
 Riversdale.
 River Philip.
 Rothesay.
 River Glade.
 Riverside.
 Red Pine.
 Rimouski.
 River du Loup.
 River Ouelle.
 Sydney.
 Shenacadie.
 Sylvester.
 Scotsburn.
 Stellarton.
 South River.
 Stewiacke.
 Sackville.
 Springhill Jct.
 Salt Springs.
 Salisbury.
 Shediac.
 Sussex.
 Sunny Brae.
 Scoudouc.
 Salmon Lake.
 Sayabec.
 St. Moise.
 St. Alexis.
 St. Octave.
 Sacré Cœur.
 Ste. Flavie.
 St. Fabien.
 St. Eloi.
 St. Anaclet.
 St. Simon.
 Ste. Luce.
 St. Pierre.
 St. Joseph.
 St. Romuald.
 St. Charles Jct.
 Ste. Hélène.
 St. Jean Port Joli.
 St. Henri Jct.
 St. François.
 St. Alexandre.
 St. Michel.
 Ste. Anne.
 St. Leonard Jct.
 St. Wenceslas.
 Ste. Monique.
 Ste. Rosalie.
 St. Nicholas.
 St. Cyrille.
 St. Apollinaire.

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St. Eugène.	West Bay Road.
St. Germain.	Wallace.
Tatamagouche.	Wallace Bridge.
Trenton.	Westville.
Tracadie.	Woodburn.
Truro.	West Merigomish.
Toryburn.	Waverley.
Upper Dorchester.	Westchester.
Villeroy.	Wentworth.
Valley.	West River.

Iron bars were placed on freight-shed doors and windows, where required.

BUILDINGS AT ST. JOHN.

The following repairs were made to buildings, &c., at St. John :—

Sheds Nos. 1, 2, 3, 7, 8, 9 and 11.	Elevator.
Flour shed.	Baggage room.
Train shed.	Wash house.
Island Yard Office.	Dwellings.
Irvine House.	Ticket office, King Street.
Station.	Mill Street Crossing Gates.
Loading platform.	Mail room.
Hand car house.	Coachmen's house.
Battery room for electric semaphores.	Yardmaster's office.
Loading platform at ballast wharf.	Freight office.
Cattle pen.	Building for oil and waste.
Store house foundation.	Tower house.

BUILDINGS AT HALIFAX AND RICHMOND.

The following repairs were made to buildings, &c., at Halifax and Richmond :—

Sheds Nos. 1, 2, 3, 4 and 8.	Coal shed.
North Street Gas House.	Grain elevator.
Cunard property, buildings and wharf.	Stevadore shelter.
North Street Station.	Hay shed.
Loading platform at D.W.T.	Watchmen's houses.
Milk platform, North Street.	D.A.R. shed.
Houses, Campbell Road, Nos. 218 and 171	Postal building.
Cattle shed.	Carpenter shop.
Ticket office, Hollis Street.	Train shed.
Track Buildings, D.W.T. and North Street.	Immigration building.
Richmond station.	North Street Power House.
Machine shop.	Car cleaning shed.
Car shop.	Shunter's shanty.

The following round-houses and shops were repaired :—

Sydney.	Point du Chêne.
North Sydney.	Sussex.
Point Tupper.	Newcastle.
Pirate Harbour.	Boiestown.
Pictou.	Chatham.
Stellarton.	Loggieville.
Oxford Jct.	Campbellton.
Dartmouth.	River du Loup.
Amherst.	Chaudière Jct.
Springhill Jct.	Drummondville.
Moncton.	

Repairs.

Station and loading platforms were repaired at the following places :—

Anagance.	Bloomfield.
Apohaqui.	Bryenton's siding.
Assametquaghan.	Blackville.
Ball's Creek.	Belledune.

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Bathurst.	Nauwigewauk.
Cold Brook.	Norton.
Chatham Jct.	Newcastle.
Carroll's.	Oxford Jct.
Cross Creek.	O'Donnell's.
Causapschal.	Penobsquis.
Cedar Hall.	Petitcodiac.
Carmel.	Passekeag.
Chaudière.	Quispamsis.
Doaktown.	Rothesay.
Dalhousie.	Riv. du Loup.
Dalhousie Jct.	Rivière Ouelle.
DeLotbinière.	Rivière Ouelle Wharf.
Daveluyville.	Stewiacke.
Elgin Road.	Salisbury.
Flat Lands.	Sussex.
Greenville.	Sunny Brae.
Gibson.	Sayabec.
Humphrey's.	Salmon Lake.
Hampton.	St. Charles Jct.
Jubilee.	St. Michel.
Jacquet River.	St. François.
Kent Jct.	St. Philippe.
Kenan's.	St. Valier.
Londonderry.	St. Pacôme.
Ludlow.	St. Paschal.
Little Metis.	St. Wenceslas.
L'Islet.	St. Cyrille.
Laurier.	St. Germain.
Moncton.	Ste. Rosalie.
Model Farm.	St. Leonard Jct.
Marysville.	Thomson.
Matapedia.	Torryburn.
Montmagny.	Westchester.
McGivney's.	

New Buildings along the Line.

The following new buildings, &c., were erected along the line, as follows:—

Bathurst, freight shed.	Maccan, water closets.
Campbellton, freight shed.	Moncton, summer house for general manager.
Campbellton, carpenter shop.	Moncton, tool house.
Campbellton, temporary buildings for oil	Moffatt's, coal and oil building.
Chaudière Jct., track scales.	New Glasgow, two watchman's shanties.
Coughlans', shelter and platform.	New Glasgow, store room in freight shed.
Covered Bridge, shelter.	Peniac, shelter.
Cook's Brook, shelter.	Rivière du Loup, switchman's shanty.
Cap St. Ignace, tool house.	Rivière du Loup, track scales.
DeLotbinière, kitchen in foreman's dwell- ing.	Sackville, temporary freight shed.
Drummondville, lumber shed.	Ste. Monique, station, freight, shed, coal, oil and privy building.
Grangeville, shelter rebuilt.	Ste. Flavie, coal and oil shed.
Grey's Rapids, shelter and platform.	Ste. Flavie, track scales.
Levis, cattle pen.	St. John, track scales.
Ludlow, shelter.	Truro, switchman's shanty.
Mitchell, tool house.	
Millstream, agent's water closets.	

GENERAL.

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

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

Gates and cattle-guards have been repaired throughout the line.

Glass was put in and glazing done where necessary.

Ladders for buildings and semaphores were provided where necessary throughout the line.

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Outhouses and approaches to crossings were whitewashed where required.

Necessary repairs were made to turn-tables where required.

Semaphores, switches and telegraph signals have been painted throughout the line.

Necessary repairs have been made to hand-cars, trollies, baggage trucks and wheel-barrows, throughout the line.

Sign boards were made and put up where required.

Boxes were made for packing second-hand bolts and spikes, when necessary.

Necessary repairs were made to steam shovels, steam cranes, pile-drivers, &c.

I beg leave to report that the road has been kept up to its standard efficiency and, I believe, was never better than at the close of the year.

I have the honour to be, sir,

Your obedient servant.

(Sgd.) T. C. BURPEE,

Engineer of Maintenance of Ways and Works.

D. POTTINGER, Esq.,

Member, Government Railways Managing Board,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE SUPERINTENDENT OF MOTIVE POWER,

MONCTON, N.B., May 29, 1909.

SIR,—I have the honour to submit herewith the annual report of the operations of the motive power department for the year ending March 31, 1909.

I might add that the general condition of the rolling stock is good, with the exception of the cars and locomotives condemned as shown in the attached report, and the six large freight locomotives that are out of service waiting to have the system of steam distribution changed from compound to simple.

Notwithstanding the crippled condition that our shops have been in since the fire in February, 1906, the equipment is, generally, in good shape as stated above.

I am, sir,

Your obedient servant,

G. R. JOUGHINS,

Superintendent of Motive Power.

Mr. D. POTTINGER, I.S.O.,

General Manager Canadian Government Railways,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

OFFICE OF THE MECHANICAL ACCOUNTANT,

MONCTON, N.B., May 28, 1909.

SIR,—I beg to submit herewith the report of the operations of the mechanical department for the year ended March 31, 1909, as follows :—

A.—Statement showing the number of locomotives and the various classes of other rolling stock on the line.

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

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

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

On capital account to increase the equipment :—

- 22 locomotives—Consolidation type.
- 4 locomotives—Pacific type.
- 3 locomotives—Switching.
- 10 Second-class sleeping cars.
- 4 express and baggage cars.
- 24 box cars—80,000 capacity.
- 448 box cars—60,000 capacity.
- 4 refrigerator cars—60,000 capacity.
- 100 steel side dump cars—100,000 capacity.
- 4 steam cranes.

On revenue account to replace cars destroyed :—

- 1 express and baggage car.
- 2 refrigerator cars—60,000 capacity.
- 38 hopper cars—30,000 capacity.

The two refrigerator cars replaced two of 34,000 capacity.

The thirty-eight hopper cars replaced the same number of small hoppers of 12,000 and 16,000 capacity.

The following rolling stock was built in the shops at Moncton on capital account to increase the equipment :—

- 1 milk car—(Classed as a baggage).
- 2 auxiliary cars.

The following rolling stock was rebuilt in the shops at Moncton on revenue account to replace the same number condemned :—

- 1 postal car, 3 box cars, 27 platform cars, 2 hopper cars—30,000 capacity.
- 132 box cars were fitted with end doors for loading rails, making 832 cars so fitted in the shops to the end of March, 1909.
- 996 box cars were fitted with side ladders.
- 70 locomotives were fitted with 'Elvin' driving box lubricators.
- 602 triple valves for box cars were converted into the 'K' Triple type, so as to apply the brakes simultaneously.

The rolling stock has been maintained in efficient condition notwithstanding our crippled condition in regard to repair shops at Moncton.

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

(Sgd.) J. J. WALKER,
Mechanical Accountant.

G. R. JOUGHINS, Esq.,
Superintendent of Motive Power, I.C.R.,
Moncton, N.B.

INTERCOLONIAL RAILWAY—STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line, on March 31, 1908, and March 31, 1909.

	Locomotives.	First Class Sleeping Cars.	Second Class Sleeping Cars.	Parlor Cars.	Dining Cars.	First Class Passenger Cars.	Second Class Passenger Cars.	Postal and Smoking Cars.	Express and Baggage Cars.	Air Brake Instruction Car.	Steam Motor Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Pulpwood Cars.	Oil Tank Cars.	Hopper Cars.	Gondola Cars (Coal).	Coal Cars (20 Ton).	Stock Cars.	Auxiliary and Tool Cars.	Convertible Dump Cars.	Steel, Side Dump Cars.	Vans.	Total Cars.	Common Snow Ploughs.	Wing Ploughs.	Rotary Steam Ploughs.	Double Track Ploughs.	Double End Ploughs.	Ploughs.	Total Ploughs and Rlangers.	Steam Cranes.	Ballast Plough Cars.					
On hand serviceable and, repairing, March 31, 1908.....	382	41	38	9	9	132	95	33	59	1	4	6,575	138	3,068	50	25	1,123	14	456	147	21	200	117	12,355	53	20	2	2	1	25	103	8	2						
To be replaced at March 31, 1908.....	3	2	2	2	2	6	4	1	1	1	1	49	2	22	1	1	76	3	15	1	1	1	2	184	1	1	1	1	1	1	1	1	1	1	1				
Total equipment March 31, 1908.....	385	41	40	9	9	138	99	34	60	1	4	6,624	140	3,090	50	25	1,199	17	471	148	21	200	119	12,539	53	20	2	2	1	25	103	8	2						
Purchased during the year on capital account.....	29	10	10	10	10	10	10	10	10	10	10	472	4	10	10	10	10	10	10	10	10	10	100	10	10	10	10	10	10	10	10	10	10	10	10	10			
Built in the shops at Moncton on capital account.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Changed in shops, Moncton, from platform to oil tank.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Total equipment at March 31, 1909.....	414	41	50	9	9	138	99	34	65	1	4	7,096	144	3,075	50	40	1,199	17	471	148	23	200	100	119	13,132	53	20	2	2	1	25	103	12	2					
To be replaced at Mar. 31, 1908, as above	3	2	2	2	2	6	4	1	1	1	1	49	2	22	1	1	76	3	15	1	1	1	2	184	1	1	1	1	1	1	1	1	1	1	1	1	1		
Condemned during the year 1908-9.....	2	2	2	2	2	2	2	2	2	2	2	43	1	40	1	1	33	4	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Destroyed by fire at Carmel and Daventryville.....	1	1	1	1	1	1	1	1	1	1	1	76	1	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Total condemned and destroyed March 31, 1909.....	5	2	2	2	2	6	6	2	1	1	1	168	3	68	1	1	109	7	25	3	3	3	3	3	403	1	1	1	1	1	1	1	1	1	1	1	1	1	
Replaced during the year 1908-9.....	1	1	1	1	1	1	1	1	1	1	1	3	2	27	1	1	40	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
To be replaced at March 31, 1909.....	5	2	2	2	2	6	6	1	1	1	1	165	1	41	1	1	69	7	25	3	3	3	3	3	329	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Add serviceable and repairing.....	409	41	48	9	9	132	93	33	65	1	4	6,931	143	3,034	50	40	1,130	10	446	145	23	200	100	116	12,803	52	20	2	2	1	25	102	12	2					
Total equipment at March 31, 1909, as above.....	411	41	50	9	9	138	99	34	65	1	4	7,096	144	3,075	50	40	1,199	17	471	148	23	200	100	119	13,132	53	20	2	2	1	25	103	12	2					

J. J. WALKER, Mechanical Accountant.

MONCTON, N. B., March 31, 1909.

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INTERCOLONIAL RAILWAY.

STATEMENT of Mileage made, also Coal, Oil and Waste consumed by Locomotives for year ended March 31, 1909.

MONTHS.	Locomotive Mileage.	CONSUMPTION.				AVERAGE CONSUMPTION PER 100 MILES			
		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.
1908.									
April.....	802,307	45,811	10,513	23,429	18,844	12,790	1·31	2·91	2·35
May.....	741,578	36,701	10,147	22,316	18,908	11,086	1·37	3·01	2·55
June.....	737,168	35,853	9,769	22,373	17,919	10,894	1·33	3·03	2·43
July.....	822,960	37,390	10,819	25,773	19,267	10,177	1·31	3·13	2·34
August.....	825,133	38,819	11,101	25,365	19,474	10,538	1·35	3·07	2·36
September..	790,018	38,179	10,457	23,256	17,686	10,825	1·32	2·94	2·11
October.....	793,888	39,447	10,611	23,204	17,716	11,130	1·34	3·53	2·23
November...	751,215	41,573	10,058	21,453	17,949	12,396	1·34	2·86	2·39
December.....	765,295	44,386	10,379	21,093	18,117	12,992	1·36	2·76	2·37
1909.									
January.....	698,471	40,155	9,354	20,023	16,817	12,878	1·34	2·87	2·41
February.....	671,378	41,661	9,285	19,018	15,286	13,900	1·38	2·82	2·28
March.....	805,967	48,933	10,935	22,953	17,034	13,600	1·36	2·85	2·11
Totals.....	9,205,378	488,908	123,428	275,256	215,017	11,897	1·34	2·99	2·33

E. & O. E.,
 MONCTON, N.B.,
 March 31, 1909.

J. J. WALKER,
Mechanical Accountant.

The following is a report of the work done in the locomotive department at Moncton during the year.

Erecting shop—

- 100 locomotives received general repairs.
- 19 locomotives received heavy repairs.
- 21 locomotives received light repairs.

Boiler shop—

- 1 new boiler was built.
- 26 side sheets were made.
- 22 tube sheets were made.
- 13 door sheets were made.
- 64 fire boxes were patched.
- 3,350 new tubes were applied.
- 24,985 tubes were pieced.
- 117 boilers were tested.
- 250 new smoke stacks were made.
- 1 new ash pan was made.
- 96 ash pans were repaired.
- 32 new front ends were made.
- 61 Sterlingworth trucks were rebuilt.
- 43,025 stay bolts were applied.
- 144 tender tanks were repaired.

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- 46 smoke stacks and bonnets for round houses were made.
- 10 tanks were built.
- 2 coal buckets were made.
- 12 ash pit buckets were made.
- 8 water service boilers were repaired.
- 500 oil box covers were made.
- 40 tender frames were repaired.
- 7 reservoirs were repaired.
- 1 steel cab was built.
- 2 paint tanks were built.
- 5 tenders were raised to increase the capacity.
- 5 motor supports were made.
- 2 exhaust pipes were made.
- 8 driving wheels were riveted.
- 2 vestibule car frames were riveted.
- 2 coal chutes were made.
- 24 hoods for blacksmith were made.
- 24 aprons for ballast cars were made.
- 2 steel car frames were riveted.
- 62,453 copper ferrules were made.

Blacksmith shop—

The following was the output of this shop—

- 2,200,147 lbs iron forgings, including 667,782 lbs. bolts.
- 607,065 lbs. steel forgings.

Brass foundry—

The foundry was the output of this shop—

- 361,058 lbs. bearings.
- 63,626 lbs. brass castings.
- 30,781 lbs. antimonial lead.
- 18,767 lbs babbit.
- 400 metallic packing.

Pattern shop—

The following patterns were made and repaired—

- 547 for cast iron.
- 126 for steel and malleable.
- 449 for brass castings.
- 133 repaired for cast iron.
- 148 repaired for steel and malleable.
- 173 repaired for brass castings.
- 40 altered for cast iron.
- 5 altered for steel castings.
- 288 altered for brass castings.

Machine shop—

- 258 driving tires were applied.
- 99 engine truck tires were applied.
- 139 tender truck tires were applied.
- 471 car wheel tires were applied.
- 652 driving tires were turned off.
- 258 engine truck tires were turned off.
- 518 tender truck tires were turned off.
- 620 car tires were turned off.
- 75 engine truck axles were turned and fitted.

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- 83 tender truck axles were turned and fitted.
- 233 tender truck tires were bored and fitted.
- 183 engine truck tires were bored and fitted.
- 534 car tires were bored and fitted.
- 24 car wheels were bored and fitted.
- 66 tender wheels were bored and fitted.
- 10 engine truck wheels were bored and fitted.
- 16 driving axles were applied.
- 12 driving wheel centres were machined.
- 92 tender wheels were fitted to axles.
- 84 engine truck wheels were fitted to axles.
- 33 new crank pins were made.
- 16 cheek plates were applied.
- 3 piston heads and rods were turned up.
- 2 tools for hexagon nuts were made.
- 36 smoke box doors and rings were made.
- 10,705 engine studs were turned.
- 15,890 stay bolts were threaded.
- 262,000 lbs. nuts were tapped.
- 665,300 other bolts were threaded.
- 1,000 turned bolts were threaded.
- 12 Knowles pumps were repaired.
- 1,500 lbs. nuts were retapped.
- 2 air cylinders were made.
- 3 sets driving wedges were made.
- 6 new cylinder heads were made.
- 6 new pistons were made.
- 4 new rings were made.
- 8 driving boxes were retabbitted.
- 5 new dies were made.
- 56,000 faced nuts were made.
- 6,000 engine bolts and studs were made.
- 6,000 patch bolts were made.
- 2,000 cylinder studs were made.
- 1,000 Westinghouse air-brake pins were made.
- 800 rings piston packing were made.
- 500 oil cups screws were made.
- 500 Westinghouse air-brake bolts were made.
- 400 wedge bolts were made.
- 24 guide bars were made.
- 20 cross heads were made.
- 12 cylinders and half saddles were made.
- 400 tube plugs were made.
- 300 hose bag springs were made.

In addition to the above a large number of miscellaneous articles were made and repaired, including : motion plates, cross heads, swing castings for engine trucks, large bolts, nozzles, valve tanks, fulcrums, trucks bolsters, foot plates, clutch wheels, cog wheels, guide blocks, &c.

The gas compressors at the electric light plant were overhauled and repaired.

Three motor car engines received general repairs.

Motion shop—

- 200 knuckle joints were made.
- 106 new brasses were fitted.
- 298 driving box brasses were relined.

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- 64 rocker bushes were bored and turned.
- 4 big end brasses were stripped and cored.
- 119 big end brasses were bored, turned and fitted to straps.
- 272 small end brasses were bored.
- 58 main rod brasses were patched, bored out and fitted.
- 265 big end liners were planed.
- 224 cheek plates were bored out and fitted.
- 801 side rod bushes were machined.
- 242 knuckle joint bushes were bored out and fitted.
- 505 driving boxes were bored out and fitted.
- 504 eccentric straps and pulleys were repaired.
- 574 big end bolts were made.
- 360 eccentric rods were examined and repaired.
- 254 knuckle joint pins were turned.
- 276 knuckle joint nuts were made.
- 194 crank pins were examined and repaired.
- 184 rod bolts were turned and fitted.
- 194 cross head pins were fitted.
- 188 links were repaired.
- 163 reverse shaft bushes were renewed.
- 144 big end keys were made.
- 137 valves were planed and yokes fitted.
- 129 throttle levers were repaired and pins fitted.
- 125 reverse shafts were repaired and bushed.
- 130 valve rods were repaired and bushed.
- 122 cross heads were repaired, babbitted and keys fitted.
- 104 rocker arms were repaired and bushed.
- 512 copper rivets were made.
- 139 link hangers were overhauled.
- 137 driving axle boxes were made.
- 101 valves were packed.
- 93 rocker boxes bushed.
- 88 piston rods were made.
- 88 valve yokes were turned up.
- 72 reverse levers were repaired.
- 78 cross heads were made.
- 54 crank pin nuts were made.
- 56 main rods were repaired.
- 32 side rods were repaired.
- 51 cross-head pins were trued up.
- 18 blocks were fitted to links.
- 15 engine wheels were balanced and blocks fitted.
- 61 valve stems were made.
- 19 crank pin caps were turned up and fitted.
- 83 crank pin washers were made.
- 56 balance blocks were made.
- 74 crank pins were made.
- 60 wrist pin nuts were made.
- 60 transmission bars were made.
- 50 knuckle joint washers were made.
- 49 piston keys were made.
- 29 quadrants were made.
- 21 wrist pins were made.
- 26 reach rods were made.
- 14 division rings were made.

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- 15 reversing lever pawls were made.
- 20 reversing lever fulcrums were made.
- 14 throttle glands were made.
- 2 guide yokes were made.
- 1 link saddle was turned.

Brass turning shop—

- 1,600 rings piston rod packing were made.
- 1,200 oil cups were made.
- 915 sets valve stem packings were made.
- 300 brake cam nuts were made.
- 200 brake cams were made.
- 200 engine truck bushes were made.
- 400 cylinder cock valves were made.
- 200 cylinder cocks were made.
- 200 grease plugs were made.
- 150 flag staff casings were made.
- 150 brake cam screws were made.
- 72 small tender cocks were made.
- 50 air brake pump packing rings were made.
- 48 gauge glass cocks were made.
- 48 try cocks were made.
- 24 injector check valves were made.
- 36 bell ringers were made.
- 24 steam chest release valves were made.
- 24 engine gongs were made.
- 24 steam chest nipples were made.
- 6 locomotive whistles were made.
- 6 blow-off cocks were made.
- 50 large tender cocks were made.
- 650 steam gauges were repaired.
- 202 hydraulic jacks were repaired.
- 223 injectors were repaired.
- 464 expander pins were made.
- 400 beading tools were made.
- 117 reamers were made.
- 358 taps were made.
- 127 lubricators were repaired.
- 67 sets tube expanders were made.
- 140 cutters were made.
- 92 heater regulators were made.
- 130 wheels defect gauges were made.
- 42 sets dies were made.
- 40 wind gates were made.
- 24 release valves were made.
- 24 electric headlights were repaired.
- 24 bottle jacks were repaired.
- 32 tube cutters were repaired.
- 20 copying presses were made.
- 20 air pumps were repaired.
- 16 electric headlight dynamos were repaired.
- 9 stay bolt taps were made.
- 9 three-way valves were made.
- 6 injectors were made.
- 5 sanders were made.

In addition to the above a large number of lubricators, heater regulators, engine

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valves, pump governors, air pumps, brake cylinders, dies, air cylinders and boiler mountings received overhauling and repairs.

Tender shop—

- 600 cab curtains were made.
- 1,629 sledge hammer handles were made.
- 808 hammer and hatchet handles were made.
- 220 chisel and 63 monkey wrench handles were made.
- 229 boxes were made and 16 repaired.
- 81 aprons were made.
- 131 running boards were made.
- 110 sashes were made.
- 223 tenders were repaired.
- 98 cab cushions were made.
- 88 drivers' seats and 48 brakemen's seats were made.
- 70 drivers' outfit and tool boxes and 18 machinists' tool boxes were made.
- 5 drivers' outfit boxes were repaired.
- 62 headlight bottoms were made and 3 repaired.
- 95 switch lamp bottoms were made.
- 55 bolsters were made.
- 45 brake beams were made.
- 27 tender outfit boxes were made and 22 repaired.
- 30 buffer beams were made.
- 24 oil tank bottoms were made.
- 37 spring boards were made.
- 16 tender frames were made.
- 11 hand cars were made and 7 repaired.
- 8 hand trucks were made and 14 trucks repaired.
- 14 doors were made.
- 6 new cabs were made.
- 5 new wheelbarrows and 3 trolleys were made, and 48 wheelbarrows repaired.
- 34 wooden tender trucks were made.
- 95 mallets and 21 beams were made.
- 11 vice benches and 9 shop ladders were made.
- 3 pilots were made.

Tin and Copper shop—

- 13,200 W.A.B. hose couplings were fitted to new hose.
- 1,542 tin oil cup covers were made.
- 250 long spout funnels were made.
- 200 gauge glass shields were made
- 303 head lights were repaired.
- 14,059 bushes were lined.
- 667 switch lamps were repaired.
- 297 engine tail lamps were repaired.
- 98 signal lamps were repaired.
- 340 engine oilers were repaired.
- 214 oil cans were repaired.
- 206 water glass lamps and 138 steam gauge lamps were repaired.
- 159 tallow pots were repaired.
- 84 switch lamp fonts were repaired.
- 73 stovepipe joints were made, and 5 stovepipe elbows.
- 84 hand lamps were made.
- 116 water cans and 50 economy heaters were repaired.
- 50 sets art glass were altered.

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- 40 circuit breakers and 32 delivery pipes were made.
- 19 smoke stacks for water service were repaired.
- 18 delivery pipes and 10 tank pipes were repaired.
- 9 oil tanks were repaired.
- 7 new electric signal lamps were made.
- 5 stove drums were made.

Steam and Westinghouse air-brake pipes were repaired on 117 locomotives.

Extensive remodelling and repairing was done to the plumbing work in the following buildings and stations: Chatham Junction, general offices, Moncton station, Moncton rest house, Moncton freight-shed, Moncton shops, Sussex station, Millerton station, Moncton yard office and government houses, Sackville, Newcastle, Rothesay and Hampton stations.

At Newcastle in the engine-house a hot water boiler was installed and a large amount of work was done on water and steam pipes for heating the rest-room, officers, work-shops and store-room.

All the steam-heating and water pipes in Moncton round-house were repaired and equipped with 3,000 feet of iron pipe, 40 large 'Globe' valves, 26 hook plates and 8 pipe benders were installed.

Sackville station was equipped with lead gutter pipes and conductor pipes.

A large quantity of new copper and steam pipes were supplied and installed in St. John elevator.

Stoves and pipes were fitted up and repaired in stations between Moncton and Ste. Flavie, St. John and Halifax, Truro and Sydney, and on the Canada Eastern Division and all branch lines between these points.

The car washing building at Moncton was equipped with steam-heating apparatus, including 7 radiators, steam traps and all necessary pipes and fittings, and hot and cold water was also installed.

Repairs were made to tables, wash basins, taps, ventilators, water closets, brass-work, &c., in the passenger cars that were repaired in the shops during the year.

Repairing and altering copper pipes, copper pumps, heater and blower pipes, steam chest covers, dome and cylinder covers, driving and truck boxes, and general repairs and alterations were made to all iron and air pipes, &c., and lagging was taken off, repaired and replaced on 124 locomotives.

The water service has been maintained in efficient condition over the whole line.

Car shops—

The following new cars were built :—

- 1 milk, 2 auxiliary.

The following cars were rebuilt :—

- 27 platform, 3 box, 1 postal, 2 15-ton hopper.

The following cars received heavy repairs :—

- 6 parlor, 21 sleeping, 5 dining, 12 colonist, 155 freight, 56 first-class, 6 postal, 1 auxiliary, 1 van, 1 air-brake instruction, 19 baggage, 34 second-class.

The following cars received light repairs :—

- 7 official, 38 sleeping, 7 dining, 30 colonist, 34 baggage, 70 first-class, 40 second-class, 9 postal, 2 vans, 8,839 freight.

The following cars were burnt off, painted and varnished :—

- 9 first-class, 4 second-class, 2 colonist, 1 postal, 2 baggage.

The following cars were painted and varnished :—

- 4 sleeping, 24 first-class, 31 second-class, 2 postal, 10 baggage, 1 colonist, 8 vans, 3 auxiliary.

The following cars were cleaned and varnished :—

8 sleeping, 2 parlor, 4 first-class, 1 motor, 1 colonist.

The following cars were painted inside and outside :—

7 vans.

The following cars were scraped, painted and varnished :—

3 dining, 1 sleeping, 11 first-class, 3 second-class, 3 postal, 5 baggage, 2 colonist.

The following cars were cleaned, painted and varnished :—

1 official, 9 sleeping, 5 first-class, 4 baggage, 8 colonist, 1 motor.

The following cars were cleaned, touched up and varnished :—

1 official, 2 sleeping, 3 dining, 1 parlor, 3 first-class, 5 postal, 7 baggage 2 colonist, 3 motor.

The following cars were painted and lettered :—

314 box, 169 platform, 2 refrigerator, 11 gondola, 9 vans, 9 hoppers, 15 tank.
 4,658 new chilled wheels were bored and pressed on axles.
 2,838 second-hand chilled wheels were bored and pressed on axles.
 70 new steel wheels were bored and pressed on axles.
 364 second-hand steel wheels were bored and pressed on axles.
 3,406 steel tires were turned.
 968 new axles were turned.
 3,620 second-hand axles were turned.
 8,501 wheels were taken off axles.

Special work was done as follows:—

133 engines and tenders were painted, varnished and lettered.
 7 tenders were painted, varnished and lettered.
 5 engines were painted, varnished and lettered.
 14 baggage trucks were painted and lettered.
 9 rest houses were painted and fitted up.
 5 flangers were painted and lettered.
 1 steam shovel, 1 engine cab and 5 snow ploughs were painted, inside and outside and lettered.
 48 freight cars were fitted with straight air.
 15 platform cars were fitted with oil tanks.
 204 new wooden freight car trucks were built and applied.
 113 freight cars were fitted with air-brakes.
 3 shanties were fitted up and painted.
 400 new truck bolsters were made.
 1,000 new truck sides were made.
 100 locomotive pilots were made.
 100 truck spring boards were made.
 500 car buffers were made.
 1,000 brake beams were made.
 1,000 car draft timbers were made.

A large number of articles were repaired during the year, such as: baggage and freight trucks, foot-boards, train rear end tool boxes, chairs, train safes, baggage sheds, ticket cases, stepladders, outfit boxes and settees.

In addition to the lumber prepared for repairs, &c., 600,000 feet was milled on store orders.

957 manufactured orders were completed and delivered to store.

In addition to the numerous articles made and repaired for this department at Moncton, a great deal of work was done for the maintenance and traffic departments, and also for other departments of the railway.

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The following new machines were set up at the Moncton new shops :—

Blacksmith shop—

- 3 steam hammers were installed and equipped with air and steam.
- 4 trip hammers were installed and equipped with electric drives.
- 18 forges were installed and equipped with air, steam, &c.
- 8 gas-blowers were installed complete.
- 2 bolt headers.
- 1 tapper roll.
- 1 nut-making machine.
- 2 bulldozers.
- 1 shearing machine.

Turning shop—

- 1 100-inch wheel lathe.
- 1 'setters' double action lathe.
- 2 boring mill.
- 1 36-inch wheel lathe.
- 2 cold cutting off saws.
- 1 arch bar drill.
- 1 24-inch drill.
- 3 screwing machines.
- 1 quartering machine.
- 8 air reservoirs.
- 1 3-headed slotter.
- 1 36-inch and 1 48-inch planers.
- 1 6-spindle nut tapper.
- 1 3-headed bolt screwing machine.
- 1 double-headed screwing machine.
- 2 3-spindle nut tapping machines.
- 1 4-spindle stay bolt drills.
- 2 stud making machines.
- 1 36-inch engine lathe.
- 1 emery wheel.
- 2 slotters.
- 1 84-inch boring mill.
- 1 slab miller.
- 1 No. 2 milling machine.
- 1 universal grinder.
- 2 14-inch, 1 10-inch and 1 20-inch lathes.
- 1 universal miller cutter grinder.
- 1 lathe tool grinder.
- 2 shapers.
- 1 No. 3 milling machine.
- 1 centering machine.
- 1 20-inch drill.
- 11 groups shafting and pulleys complete.
- 11 motors in connection with shafting and pulleys.
- 1 apparatus for nut solution.

Boiler shop—

- 1 erecting crane and 1 plate planer.
- 1 pump.
- 1 bending shears.
- 1 bull riveter and platform.

Tender shop—

- 1 buzz planer.
- 1 rip-saw and 1 cut-off saw.
- 1 hollow mortiser with boring attachment.
- 1 double spindle.

Cabinet shop—

- 1 cut-off and 1 jig saw.
- 2 rip-saws.
- 2 buzz planers and 1 Oliver planer.
- 1 heavy planer.
- 1 band re-saw.
- 1 variety moulder and 2 mortising machines.
- 1 3-drive sand-papering machine.
- 1 3-spindle boring machine.
- 1 door machine.

Planing mill—

- 5 groups of shafting and 1 timber sizer.
- 2 matchers.
- 3 cut-off saws.
- 3 rip-saws and 1 hand-saw.
- 1 timber dresser and 1 emery wheel.
- 1 3-spindle boring machine.
- 2 buzz planers.
- 1 combination mortising machine.
- 1 wood slotter and 1 tenoning machine.

Power house—

- 3 feed pumps and 1 fire pump.
- 1 air compressor.
- 2 large gas engines.
- 29,846 feet of black iron pipe with fittings, 5,839 feet of galvanized pipe with fittings, and 2,133 feet extra heavy pipe with fittings were put in the different shops.

A large amount of work was also done in putting in small offices, benches, racks, counters, tables, tanks, lockers, brackets, &c.

The following work was done in the shops at Richmond—

- 12 locomotives received heavy, 1 medium and 135 specific repairs.
- 9 boilers were re-tubed.
- 38 boilers were tested.
- 13 fire boxes were patched.
- 1 set driving wheels was re-tired.
- 14 sets driving tires were turned off.
- 36 pairs of engine truck tires were turned off.
- 376 tender truck and car tires were turned off.
- 12 pairs of new tender truck wheels were applied.
- 4 crank pins were made.
- 3 new tender frames were made.
- 17,310 bolts were forged.
- 53,750 bolts were screwed.
- 3,200 studs were screwed.
- 13 engines and tenders were painted.
- 190 sets metallic piston rod packing were made.
- 235 sets metallic valve stem packing were made.

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In the car repair shop a large number of freight and passenger cars received quite extensive repairs.

A lot of work was also done during the year for the maintenance and traffic departments, and also for other departments of the railway.

The following new machine was received and set up:—

1 centering machine.

The following work was done in the shops at Rivière du Loup—

- 14 locomotives received general, 8 medium and 42 specific repairs.
- 15 boilers were re-tubed and 12 partly re-tubed.
- 10 fire boxes were patched.
- 66 boilers were tested.
- 51 driving tires were turned off.
- 42 engine truck tires were turned off.
- 223 tender truck tires were turned off.
- 43 pilots were made.
- 8,640 bolts were forged.
- 52,050 bolts were screwed.
- 3,557 studs were screwed.
- 1,225 nuts were tapped.
- 21 engines and tenders were painted.
- 31,435 lbs. brass castings were machined.
- 257 sets metallic piston rod packing were made.
- 76 sets metallic valve stem packing were made.
- 134,067 lbs. iron forgings were made.

A large number of freight and passenger cars received light repairs during the year in addition to the above regular work.

A large amount of work was done for the maintenance and traffic departments during the year.

No. 1.—INTERCOLONIAL RAILWAY.
CAPITAL ACCOUNT, YEAR ENDED MARCH 31, 1909.

1908.	DR.	\$ cts.	\$ cts.	1908.	Cr.	\$ cts.
March 31	For cost of Intercolonial Ry. to date		87,127,431 90	March 31	By Dominion of Canada	87,127,431 90
	Strengthen bridges	131,534 72				
	Put railway between Indiantown and Blackville into condition for operation	79,996 73				
	Increased accommodation at Halifax	499,973 25				
	Improvements at Amherst	27,211 01				
	Rolling stock	1,353,636 18				
	Stellarton, increased accommodation	13,316 20				
	Engine house and machine shop at Riviere du Loup	112,246 31				
	Engine house, &c., Chandlere Jet	40,078 39				
	Improvements at Campbellton	18,819 97				
	Improvements at Ste. Kosathe	34,072 87				
	Increased accommodation at St. John	99,324 96				
	Locomotive and car shops with equipment	569,994 56				
	Towards double-tracking parts of line	199,775 29				
	Increased accommodation at Truro	104,947 48				
	Improvements at Newcastle	37,721 56				
	Dalhousie, extension of wharf	3,000 00				
	Increased accommodation and facilities along the line	176,955 30				
	Increased water supply	29,400 72				
	Improvements at Windsor	21 10				
	New machinery for locomotive and car shops	154,497 06				
	Increased accommodation at Ste. Plavie	18,311 04				
	Extension to Sydney Mines	4,056 06				
	Increased accommodation at Pictou	1,839 04				
	Increased accommodation at Sydney	13,388 76				
	Improvements at Mulgrave	28,490 65				
	Pumich gas apparatus	1,575 44				
	New turntables	2,369 59				
	Improvements at Sackville	26,985 46				
	Improvements at Loggreville	413 34				
	Increased accommodation at New Glasgow	8,780 65				
	Increased accommodation at Springhill Junction	1,647 12				

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Increased accommodation at Lévis.....	103 07			
Increased accommodation at Antigonish.....	4,500 00			
Original construction.....	365 16			
Division of line at Chatham and branch to wharf.....	4,539 85			
Improvements at Drummondville.....	4,234 60			
Division of line at Sydney Mines to River George.....	5,504 72			
Subway at Avondale.....	6,778 67			
Air brakes to freight cars.....	2,104 30			
Provide for survey to ascertain the best route for an additional line from Moncton or Amherst to a point at or near Truro.....	9,951 74			
Picote Harbour water service.....	83 70			
Petit Rocheur, spur line to wharf.....	15,000 00			
Side ladders on box cars.....	6,094 70			
Air brake equipment.....	10,500 00			
Provide 100-ton track scale at Aston Junction.....	2,215 02			
Improvements at North Sydney.....	342 82			
		1909.		
		March 31	By Dominion of Canada.....	3,867,232 16
				90,994,664 06

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

S. L. SHANNON,
Comptroller

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No. 2.—INTERCOLONIAL RAILWAY.

REVENUE ACCOUNT, YEAR ENDED MARCH 31, 1909.

Expenditure.	§	cts.	Earnings.	§	cts.
Maintenance of way and structures..	1,771,396	73	Passenger earnings.....	2,628,218	57
Maintenance of equipment.....	2,096,491	97	Freight earnings.....	5,502,550	58
Traffic expenses.....	186,749	69	Mail and express earnings.....	350,478	58
Transportation expenses.....	5,046,086	32	Miscellaneous earnings.....	45,821	73
General expenses.....	227,296	84			
	9,328,021	55	Balance.....	8,527,069	46
				800,952	09
	9,328,021	55		9,328,021	55

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

S. L. SHANNON,
Comptroller.

No. 3.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Way and Structures, year ended March 31, 1909.

	§	cts.
No. 1. Superintendence.....	47,062	10
2. Ballast.....	35,656	22
3. Ties.....	316,449	62
4. Rails.....	77,892	17
5. Other track material.....	120,264	16
6. Roadway and track.....	577,465	56
7. Removal of snow, sand and ice.....	134,434	19
8. Tunnels.....	64	00
9. Bridges, trestles and culverts.....	53,484	54
10. Over and under grade crossings.....	1,569	30
11. Grade crossings, fences, cattle-guards and signs.....	62,396	15
12. Snow and sand fences and snow sheds.....	12,678	80
13. Signals and interlocking planks.....	6,495	46
14. Telegraph and telephone lines.....	1,618	16
16. Buildings, fixtures and grounds.....	180,557	78
17. Docks and wharfs.....	22,689	08
18. Roadway tools and supplies.....	23,672	26
19. Work equipment repairs.....	24,644	36
22. Injuries to persons.....	426	03
23. Stationery and printing.....	4,331	42
25. Other expenses.....	852	63
26. Maintaining joint tracks, yards and other facilities Dr.....	75,487	84
Special vote—Compassionate allowance to Angus McGillivray.....	1,000	00
	CR.	
27. Maintaining joint tracks, yards and other facilities.....	1,780,931	83
		9,535 10
Total.....	1,771,396	73

E. and O. E.,
MONCTON, N. B.

S. L. SHANNON,
Comptroller.

SESSIONAL PAPER No. 20

No. 4.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Equipment, year ended March 31, 1909.

	\$	cts.
No. 28. Superintendence	55,671	57
29. Steam locomotives—Repairs	762,171	48
30. " Renewals	135,411	82
35. Passenger train cars—Repairs	272,787	27
36. " Renewals	67,705	85
38. Freight train cars—Repairs	602,065	29
39. " Renewals	100,000	08
44. Floating equipment—Repairs	8,100	82
47. Shop machinery and tools	43,188	63
49. Injuries to persons	374	55
50. Stationery and printing	10,696	61
51. Maintaining joint equipment at terminals—Dr	2,158	19
52. Other expenses	36,159	81
Total	2,096,491	97

E. and O. E.,
MONCTON, N. B.

S. L. SHANNON,
Comptroller.

No. 5.—INTERCOLONIAL RAILWAY.

TRAFFIC Expenses, year ended March 31, 1909.

	\$	cts.
No. 57. Superintendence	51,325	95
58. Outside agencies	59,340	25
59. Advertising	49,009	23
60. Stationery and printing	24,936	67
61. Traffic Associations	2,137	59
Total	186,749	69

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

S. L. SHANNON,
Comptroller.

SESSIONAL PAPER No. 20

No. 8.—INTERCOLONIAL RAILWAY.

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1909.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.	\$	cts.
To Balance at March 31, 1908			1,365,935	64	By Issues during year ended March 31, 1909.....	4,075,351	30	4,075,351	30
Purchases during year ended March 31, 1909.....	4,078,735	82			Sales, material, fuel, &c.....	37,618	72	37,618	72
Charges from other departments.....	297,443	01			Sales old material.....	219,331	43	219,331	43
Labour, &c.....	187,197	65							
Staff pay rolls.....	2,683	69	4,506,060	41	Balance—				
					Ordinary stores, including fuel.....	988,817	62	988,817	62
					Roadway and bridge material.....	610,276	97	610,276	97
								1,599,091	59
								5,931,996	05

E. & O. E.,
 MONCTON, N.B.,
 (Sgd.) C. F. BURNS,
Auditor of Disbursements.

(Sgd.) S. L. SHANNON,
Comptroller and Treasurer.

No. 9.—INTERCOLONIAL RAILWAY.
GENERAL BALANCE, YEAR ENDED MARCH 31, 1909.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
To Cash.....	64	13					
Station agents.....	137,751	84					
General stores.....	1,599,094	59					
Receiver General—Provident Fund Account.....	316,076	97					
Auditor's Suspense Account.....	53,122	97					
Cash In Transit Account.....	4,647	67					
Commissary Stock.....	25,854	72					
Freight in Transit Account.....	2,085	34					
Expenses for Road and Equipment Sus- pense.....	27,500	00					
To Individuals and Companies Ledger—							
Acadia Coal Co.....	424	22					
American Car Lines.....	14	41					
American Locomotive Co.....	1,033	97					
H. & A. Allan.....	68	85					
Allan Steamship Line.....	1,892	13					
Athol Station.....	4	44					
Amherst Freight Station.....	3	31					
T. Atkinson.....	49	87					
H. Atkinson.....	12	80					
Albert Manufacturing Co.....	1,231	51					
Atlantic and Lake Superior Ry.....	6,069	43					
Amherst Ticket Station.....	18	75					
Steamship Amelia.....	0	70					
Boston and Maine Ry.....	237	06					
Ballston Terminal Ry.....	396	41					
Baltimore and Ohio Ry.....	3	47					
Baldwin Locomotive Works.....	181	19					
M. Beatty & Sons.....	1	14					
J. C. Brown.....	15	00					
Boisdale Station.....	7	80					
Big Station.....	22	00					
Bloomfield Station.....	25	21					
Bangor & Aroostook Ry.....	0	79					
E. Bigney.....	25	86					
Buffalo & Susquehanna Ry.....	0	42					
Builders Wood Working Co.....	12	56					
C. F. Burns.....	3	50					
Bathurst Lumber Co.....	328	55					
Canadian Pacific Ry. Rolling Stock.....	22,446	30					
F. E. Caine.....	2,760	70					
By Dominion of Canada.....			64	13			
Unclaimed freight.....			137,751	84			
Intercolonial and Prince Edward Island Rail- ways employees Provident Fund.....			1,599,094	59			
Suspense.....			316,076	97			
Equipment Renewal Account.....			53,122	97			
By Individuals and Companies Ledger—			4,647	67			
Amherst Malleable Iron Co.....			25,854	72			
Alderie Begin.....			2,085	34			
Cape Breton Ry.....			27,500	00			
Clatham Ry.....							
Chappell Bros.....							
Cannell McLaurin Lumber Co.....							
Department of Justice.....							
Dubs & Co.....							
Dominion Bridge Co.....							
G. Demers.....							
Wm. B. Dickson.....							
G. Dumont.....							
Edmunds Co.....							
Freight Claim Agent.....							
T. E. Ferault & Co.....							
Grand Lake Lumber Co.....							
General Storekeeper.....							
H. J. Carson & Co.....							
Hampton and St. Martin's Ry.....							
Intercolonial Ry. Employees' Relief & Insurance Association.....							
Imperial Oil Co.....							
J. Lord.....							
W. S. Loggie & Co.....							
Joseph LeCour.....							
Louison Lumber Co.....							
L. M. Langlais.....							
Nap. Mercer.....							
George McSweeney.....							
W. A. McKay & Co.....							
McKay Mining Co.....							
Nova Scotia Fertilizer Co.....							
New Brunswick Telephone Co.....							

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Canada Eastern Ry.	17 42	J. O'Shaughnessy	37 12
Caraquet Ry.	21,799 47	Portland Rolling Mills.	0 01
Canadian Express Co.	26 75	H. C. Phillipek.	0 01
Canada Casuals & Ry. Co.	317 84	Jas. R. Porter.	262 50
Canadian Pacific Ry.	816,170 30	N. Piché & Fils.	1,136 94
(N. B. Div.)	4,860 36	Alphonse Pireau.	352 95
Charlottetown Steam Navigation Co.	21,030 66	Quebec Construction Co.	51 44
Central Vermont Ry.	2 90	Rhodes, Curry & Co.	496 89
Canada Atlantic Ry.	1,128 03	Robt. Relford & Co.	7 37
Cumberland Ry. & Coal Co.	2 59	Edward Ruel & Co.	326 00
Canada Iron & Foundry Co.	5,320 49	Sachsenwein Bros.	2 73
Canadian Northern Ry.	438 93	J. Simon.	2,190 88
Cincinnati, Hamilton & Dayton Ry.	1,978 77	James W. Smith.	255 21
Cleveland, Cincinnati, Chicago & St. Louis Ry.	17 86	Sluvis Lumber Co.	3 00
Chicago, Milwaukee & St. Paul Ry.	2 78	B. L. Tacker.	320 69
S. Canard & Co.	1 63	Vanderhoek & Sons	232 00
T. B. Callahan.	305 28	S. E. Vaughan & Co.	1,135 00
Canadian Bridge Co.	5 00	Alex. Watson.	336 00
G. S. Campbell & Co.	21 00	M. Wood & Sons.	151 00
Campbellton Ticket Station.	22 80	15,955 53	
Campbellton Freight Station.	94 85	By Individuals and Companies Ledger Suspense—	
H. A. Cameron.	666 95	Acadia Coal Co.	130 45
Coldbrook Rolling Mills.	1,679 07	Allert Manufacturing Co.	1,231 51
Coal Branch Station.	1,967 41	Corbett, Ploesch Co.	13 50
T. Cook & Son.	65 54	H. J. Ganson & Co.	3,127 32
Chicago & Alton Ry.	19 80	J. Hills & Son.	105 60
Cincinnati, New Orleans & Texas Ry.	20 50	Intercolonial Coal Mining Co.	183 50
Y. C. Campbell.	185 50	Moncton and Bectouche Ry.	36 00
Chicago, Burlington & Quincy Ry.	1 00	New Brunswick Coal and Ry. Co.	20 50
Central Ry. of New Jersey.	10 81	Prince Edward Island Ry.	255 69
Chesapeake & Ohio Ry.	10 25	Rhodes Curry & Co.	2,545 36
Canadian Oil Co.	4 60	By Traffic Ledger.—	
Canadian Oil Refining Co.	2 07	Acheson, Topelka and Santa Fe Ry.	383 89
Chicago, Cincinnati & Louisville Ry.	5 42	Boston & Maine Ry.	3,917 32
Colchester Coal & Ry. Co.	1 26	Canadian Northern Ry.	438 16
Chicago, Rock Island and Pacific Ry.	326 85	Canada Atlantic and Plant Line.	128 70
Consolidated Coal Co.	6 23	Canadian Pacific Railway.	30,538 60
Chicago Great Western Ry.	0 01	Central Vermont Railway.	1,940 99
Corbett & Ploesch.	3 08	Chicago, Rock Island, and Pacific Ry.	476 38
Copper Crown Co.	2,791 26	Chicago, Burlington and Quincy Ry.	241 34
Thomas Cote.	45 13	Chicago and North Western Railway.	809 46
Canada Foundry Co.	5 24	Chicago, Milwaukee and St. Paul Ry.	442 03
City of St. John.	21 98	Duluth South Shore and Atlantic Ry.	2,048 91
Dept. of Agriculture.	11 80	Dominion Atlantic Ry.	85 65
Dominion Tar and Chemical Co.	0 08	Eastern S. S. Co.	220 75
Dept. of Public Works.	44 70	Piscanaba and Lake Superior Ry.	0 25
Dept. of Marine and Fisheries.	15,226 24	Great Northern Ry. Line.	423 67
	152 24	Carried forward.	
	2,106,198 23		
		7,659 43	
		2,857,586 84	

No. 8.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, YEAR ENDED MARCH 31, 1909.—Continued.

Dr.	cts.	cts.	cts.	Cr.	cts.	cts.
Prought forward.....			2,166,148 23			2,857,586 84
To Dept. of Militia and Defence.....	3,017 43			By Interprovincial Navigation Co.....	13 80	
Dominion Atlantic Railway.....	8,712 75			Lodimere and Megantic Ry.....	1 35	
Dominion Coal Co.....	15,828 99			Maine Central Ry.....	8,941 66	
Dominion Iron and Steel Co.....	10,946 59			Mimicapolis St. Paul and Sault Ste. Marie Ry.....	262 06	
DelaWare and Hudson Co.....	15 85			Northern Pacific Ry.....	1,516 66	
Diamond County Ry.....	7,199 87			New Central and Hudson River Ry.....	57 72	
Derby Junction Station.....	231 01			New York, New Haven and Hartford Ry.....	521 82	
Dartmouth Station.....	8,013 73			Pennsylvania Railway.....	3 40	
Dalhousie Station.....	19 69			Pennsylvania Co.....	0 31	
Dominion Express Co.....	29 50			Philadelphia and Reading Ry.....	1 56	
Dept. of Railways and Canals (Stores Acct.).....	15 11			Quebec and Lewis Ferry Co.....	695 59	
Detroit, Toledo and Ironton Ry.....	36 79			Southern Pacific Ry.....	43 95	
Alfred Dickie Lumber Co.....	120 91			Wm. Thompson & Co.....	12 87	
T. A. S. DeWolf.....	19 02			Wabash Ry.....	383 58	
H. B. J.ustan.....	32 00			Wisconsin Central Ry.....	317 65	
Emile Dube.....	13 00			Michigan Central Ry.....	27 01	
Dominion Dredge Co.....	25 00					54,897 12
Elgin and Havelock Ry.....	1,295 50			By Car Service Ledger:—		
Eric Ry.....	51 94			Condensport and Port Alleghany Ry.....	1 25	
Engineering Contract Co.....	518 68			Dayton & Ohio Ry.....	0 50	
Eel River Station.....	32 61			East Tennessee and Western North Carolina Ry.....	3 00	
Baroka Mills Station.....	13 56			Evansville, Suburban and Newburgh Ry.....	1 00	
Elgin Branch Ry.....	726 10			Port Worth Belt Ry.....	0 25	
Eastern Coal Ry.....	768 71			Interstate Car Transfer Co.....	0 50	
J. A. Farquar.....	9 60			Monongahela Connecting Ry.....	1 25	
Furness, Withy & Co.....	1 55			Monongahela & Megantic Ry.....	15 75	
Forestdale Station.....	6 31			Portland & Rumford Falls Ry.....	1 45	
A. Forbes.....	82 18			Penn Refining Co.....	10 95	
Hon. W. S. Fielching.....	293 80			South Brooklyn Ry.....	1 00	
Grand Trunk Railway.....	12,701 92			Union and Glen Springs Ry.....	0 50	
Great Northern Ry. of Canada.....	36 40					37 40
O. Guerette & Son.....	36 92			By Rents Ledger:—		
Gray & Lawrence Bros. Co.....	6 75			Canada Railway News Co.....	666 62	
Glochester Junction Station.....	178 87			Douglas Hannah.....	1 73	
P. E. Gallant.....	173 36			T. B. Cochrane.....	2 12	
Glenarry Station.....	5 00					
Galena Oil Co.....	259 50			By Grand Trunk Ry.....	8 34	
Great North West Telegraph Co.....	12 06			Ellyah Thompson.....	0 81	
Graham & Co.....	58 43			Dos. LeBlanc.....	0 20	
Grand Trunk Ry.—Suspense.....	98 75			Post Office Dept.....	33 83	
Halifax and South Western Ry.....	99,063 78			E. Parsons.....	0 50	

No. 8.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, YEAR ENDED MARCH 31, 1909—Continued.

DR.	\$	cts.	Cr.	\$	cts.	\$	cts.
Brought forward			Brought forward	2,165,198	23		
To Marsh & Marsh		3 90					
H. W. Monsell & Co.	18	08					
Maine Steamship Co.	41	00					
Matapedia Station.	480	16					
McLean, Holt & Co.	534	00					
H. J. McManus.	8,324	42					
A. R. McDonald.	2	76					
J. J. McLeod.	644	16					
G. McDougall & Co.	1,466	00					
H. F. McDougall.	8	46					
J. W. McManus Co., Ltd.	6,889	59					
W. P. McNeil & Co.	101	48					
New Brunswick Coal and Ry. Co.	58,074	69					
New York Central and Hudson River Ry.	28	83					
Newfoundland Ry.	145	88					
New York, New Haven and Hartford Ry.	39	16					
North American Transportation Co.	2,347	33					
New York, Chicago and St. Louis Ry.	0	60					
Nova Scotia Steel and Coal Co.	35	41					
New Brunswick and Prince Edward Island Ry.	3,251	30					
National Dispatch (Great Eastern Line)	279	01					
Northern Central Ry.	3	21					
Capt. Newcombe.	83	98					
J. Norris & Co.	22	22					
Nash's Creek Station.	6	25					
New Glasgow Station.	633	90					
New Castle Station.	102	75					
Napan Station.	40	00					
Nicolet Station.	39	53					
Navigawauk Station.	3	00					
National Labour Congress.	446	40					
North Shore Ry. Co.	97	19					
Ocean charges on freight	2,528	64					
Oliver Machinery Co.	13	22					
Post Office Dept.	65,352	57					
Prince Edward Island Ry.	2,193	01					
Pictou Station Labour.	200	00					
Pennsylvania Ry.	36	15					
Price Bros.	1,336	02					
Purcell & Fallon.	245	57					
						2,913,284	76

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Pittsburg, Cincinnati, Chicago and St. Louis Railway.....	4 74
Pennsylvania Company.....	5 21
Pere Marquette Ry.....	150 39
Pittsburg and Lake Erie Ry.....	1 48
Philadelphia and Reading Ry.....	17 79
H. M. Price & Co.....	3 65 43
J. N. Poullet.....	352 20
Pickford & Black.....	161 87
Poulson Iron Works.....	273 25
D. Pottinger.....	8 88
Pugwash Junction Station.....	1 85
Quebec Central Railway.....	38,564 24
Quebec Southern Railway (new acct.).....	856 70
Quebec Southern Railway (old acct.).....	25,637 33
Quebec and Lake St. John Ry.....	2 48
Rutland Ry.....	16 87
Chas. D. Ruddock.....	130 00
Royal visit.....	9,154 44
Ryan & McDonnell.....	3,736 29
Rocheingham Station.....	27 47
Red Pine Station.....	20 00
Riviere du Loup Ticket Station.....	16 00
Riviere du Loup Freight Station.....	136 82
Remittances destroyed.....	788 81
J. Richards & Son.....	116 24
Wallace Ross.....	33 70
Red Cross Steamship Line.....	5 87
L. R. Ross.....	5 20
Robb Engineering Co.....	1,281 14
William Routledge.....	10 30
Railway Automatic Car Co.....	61 40
Reid & Archibald.....	937 92
Steamship Minto.....	268 14
Swift Refrigerator Line.....	8 57
Standard Car Truck Co.....	465 30
Sydney Cement Co.....	676 23
St. Hyacinthe Station.....	8,874 05
Steamship Verda.....	50 78
Steamship Lake Ontario.....	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 30
St. Louise Station.....	0 66
Springhill and Parrsboro Ry.....	3,161 99
St. Arsenè Station.....	107 12

Carried forward.....

2,166,198 23

Carried forward.....

2,913,284 76

No. 8.—INTERCOLONIAL RAILWAY—Continued.

GENERAL BALANCE, YEAR ENDED MARCH 31, 1909—Continued.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.	\$	cts.
Brought forward			2,166,198	23	Brought forward			2,913,284	76
To Ste. Luce Station		80	00						
Schooner 'Mary Jane'		71	30						
R. A. and J. Stewart		41	39						
St. John Street Ry.		31	00						
St. Anaclet Station		11	00						
Salisbury and Harvey Ry.		9,219	05						
Sterling Tank Line		2	29						
Seaboard Air Line		0	25						
St. Louis Iron Mountain and Southern Ry.		1	86						
Santa Fe Refrigerator Line		2	76						
St. Louis South Western Ry		0	20						
Silliker Car Co.		18	20						
Sydney Mines Station		95	69						
Ste. Monique Station		10	00						
J. B. Sangster		22	28						
J. Willard Smith		10	00						
Temiscouata Ry.		316	23						
Tobique Valley Ry.		2,739	25						
Toronto, Hamilton and Buffalo Ry.		2	82						
Trois Pistoles Pulp and Paper Co.		73	82						
Transcontinental Railway Commissioners		1,349	09						
Trois Pistoles Station		97	37						
Town of Dartmouth		32,000	00						
E. Tapley		10	00						
Toledo, St. Louis and Western Railway		20	16						
C. P. Talon		82	17						
Toronto Construction		59	40						
S. M. Tweedie		128	00						
S. Venoff		71	50						
Uncurrent and failed bank notes		82	20						
Valley Station		6	65						
Union Bearing Co		928	18						
Union Pacific Ry		0	51						
Wabash Ry.		182	73						
Western Telegraph Co.		254	94						
A. M. Whitman & Son		150	00						
Wentworth Station		33	24						
Western Counties Ry., General		15,893	35						
" " Traffic		64	57						
								15,957	92

Wellford Station	55 00		
E. A. Wallberg	4,675 83		
Western Maryland Ry.	678 21		
York and Carleton Ry.	407 56		
		654,637 55	
Individuals and Companies ledger—suspense :—			
H. Began	12 08		
General storekeeper	176 17		
Dominion Atlantic Ry.	42 05		
Dept. Rys. & Canals, stores account	0 44		
Halifax & Southwestern Ry.	82 04		
North Shore Ry.	25 20		
Shives Lumber Co.	1 13		
		339 11	
Traffic Ledger—			
H. & A. Allan	990 42		
Allan Bros. & Co.	1,531 07		
J. & A. Allan	4 95		
Beaver Line Steamers	1,156 13		
Boston, Halifax & P. E. Island Steamship Co.	29 23		
Dominion S.S. Co.	375 15		
Dept. of Marine & Fisheries.	2 65		
Grand Trunk Ry.	70,371 61		
Matheway Lane	11 10		
William Miller	258 43		
R. C. W. McQuaig	522 78		
Quebec Central Ry.	218 81		
Newfoundland Ry.	5,491 89		
Salvation Army	305 64		
St. Lawrence Steamboat Co.	255 33		
World Travel Co.	51 30		
Western Passenger Association	121 93		
		81,698 42	
Car Service Ledger—			
Atlanta & Birmingham Air Line	1 75		
Adystone & Ohio River Ry.	2 00		
Ashland & Western Railway	0 25		
Bennettsville & Cheraw Ry.	1 25		
Buffalo & Susquehanna Ry.	8 25		
Chicago, Cincinnati & Louisville Ry.	137 25		
Chicago, Great Western Ry.	171 00		
Carolina Valley Ry.	0 75		
Des Moines Union Ry.	0 60		
Petroit, Toledo & Ironton Ry.	3 25		
Erie Ry.	1 25		
East Carolina Ry.	0 25		
Georgia Northern Ry.	5 00		
		2,902,873 31	
Carried forward			2,913,284 76

No. 8.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, YEAR ENDED MARCH 31, 1909—Continued.

Dr.	\$	cts.	\$	cts.	Ct.	\$	cts.
Brought forward.....					Brought forward.....		2,913,384 76
To							
Greenwick & Johnsonville Ry.....	5	25					
Mississauk Valley Ry.....	1	00					
Minneapolis & St. Louis Ry.....	3	60					
New York, Philadelphia & Norfolk Ry.....	6	50					
Norwood & St. Lawrence Ry.....	124	00					
Pine Bluff & Western Ry.....	0	80					
Randolph & Cumberland Ry.....	0	25					
Raleigh & Charleston Ry.....	0	75					
Toledo Terminal Ry.....	67	05					
Trinity & Brazos Valley Ry.....	0	25					
White River Ry.....	18	75					
			561	05			
To							
Ronfs Ledger—							
R. McDonald.....	0	01					
D. McKinnon.....	39	00					
Theo. Roucher.....	15	00					
J. J. Irvine.....	0	29					
E. D. McGrath.....	0	01					
George Ingram.....	12	00					
James Linkletter.....	32	00					
Patrick Drysdale.....	4	50					
Canadian Pacific Ry.....	886	89					
John Fowles.....	81	00					
Willard Lewis.....	72	00					
James Mettibley.....	32	00					
Howard Trites.....	15	00					
Newfoundland Ry.....	291	62					
James Mahoney.....	0	01					
Steamer <i>Granville</i>	50	00					
F. Pichette.....	105	00					
Almer Smith.....	6	18					
Mrs. W. W. McLellan.....	115	20					
Louis Lambert.....	3	00					
George Owens.....	3	00					
James Wales.....	110	00					
F. W. Cunningham.....	957	56					
A. S. McGibbon & Co.....	225	00					
A. Tower.....	7	00					
H. McFadden.....	12	00					
F. E. Moriarty.....	10	67					

T. A. Kierstead.....	8 00	
Jos. Gallagher.....	6 00	
Mrs. Burke.....	4 00	
A. McCoselyn.....	6 00	
E. Glaspey.....	6 00	
J. McAfee.....	6 00	
John Brown.....	7 50	
John McGowan.....	583 33	
Atlantic & Lake Superior Ry.....	8 00	
Mary Warwick.....	7 50	
N. Lamontagne.....	16 00	
C. Vellieux.....	192 00	
Damo C. W. Carrier.....	48 00	
Olivier Gingras.....	12 00	
Misses Camire.....	11 00	
Maurice Camire.....	89 00	
Mrs. J. Atkinson.....	72 00	
Mrs. L. Roberge.....	32 00	
James Cloutier.....	32 00	
Geo. Cloutier.....	4 50	
Frank Cloutier.....	143 00	
A. Bégin.....	22 00	
Jean Lamothe.....	31 50	
Napoleon Boisvert.....	18 00	
Joseph Bergeron.....	6 00	
H. St. Lambert.....	5 00	
Louis Boisvert.....	161 00	
Emilie St. Laurent.....	7 00	
Peter Bernier.....	16 00	
David Ronleau.....	10 50	
Louis Bégin.....	4 00	
E. C. Symes.....	19 50	
Mrs. Thibault.....	0 03	
L. N. Letarte.....	1 00	
J. D. Dennings.....	5 00	
Joseph H. Higgins.....	6 00	
J. A. R. Weir.....	3 75	
Geo. W. White.....	1 00	
Clark, Skellings & Co.....	2 00	
C. B. McCready.....	2 00	
Hugh Hopkins.....	1 00	
Thomas Sharpe.....	3 00	
Mrs. D. McJean.....	10 00	
Dennis McEvoy.....	0 50	
E. S. Vye.....	2 00	
A. B. Copp.....	1 00	
J. H. Wilson.....	0 25	
Jas. R. Stewart.....		
Carried forward.....		2,903,434 36
Carried forward.....		2,913,284 76

No. 8.—INTERCOLONIAL RAILWAY—Continued.
 GENERAL BALANCE, YEAR ENDED MARCH 31, 1909—Continued.

Dr.	Cr.	\$	cts.	\$	cts.
Brought forward.....	Brought forward.....	2,903,434	36	2,913,284	76
To M. Comors			1 00		
William Young			4 00		
D. Cameron.....			0 25		
A. A. Tuttle.....			3 00		
Mrs. M. Bourgoin.....			2 00		
Mr. Marquette.....			50 00		
Chas. Richards.....			2 00		
Napoleon Lemieux.....			40 00		
Louis Roberge.....			8 00		
Henry Roberge.....			60 00		
David Pondlot.....			40 00		
David Langlais.....			12 00		
Geo. Boncher and Hanel.....			7 50		
Joseph Cloutier.....			4 50		
Geo. Cloutier.....			8 00		
C. Vellieux.....			9 00		
James Gibson.....			1 00		
E. Dussault.....			12 00		
Dame G. W. Cairne.....			16 00		
E. H. Vaehon.....			11 00		
P. Cloutier.....			7 00		
J. Boisvert.....			14 00		
A. Bégin.....			13 00		
James King.....			100 00		
George Bontin.....			10 00		
Louis Boisvert.....			6 00		
Jean Bontin.....			20 00		
Mrs. Henry Murray.....			30 00		
Henry Bontin.....			20 00		
Gabriel Vallière.....			20 00		
Adjutor Vachon.....			18 00		
Émilie St. Laurent.....			30 00		
William Plummer.....			1 00		
D. S. Harpet.....			3 00		
Patrick McCourt.....			2 00		
Geo. Murray.....			12 75		
James Geddes.....			8 50		
Mrs. Humphrey.....			4 50		
Adam Mahar.....			0 50		

George Mann	0 50
Benjamin Smith	0 25
G. Lovett	0 50
P. Z. Poiré	8 00
E. Hutcheson	5 00
D. McEvoy	10 00
Price Bros.	2 00
Bay des Chaleurs Ry.	20 00
Geo. B. Barrette	0 25
B. Gladwin	4 00
Atkinson & McLeod	1 00
X. Pushe	5 00
E. O. Steeves	1 00
A. Dimbar	5 00
M. McLean	20 00
William Clark	3 00
Geo. Lightle	1 00
John C. Cass	15 00
M. A. McLeod	5 00
I. Mathieson & Co	1 00
James Ferguson	0 25
W. T. Scribner	71 12
Patrick Gilday	0 25
R. Allen	5 00
John C. McNeil	10 00
John Leger	5 00
Geo. Lovett	0 25
Marquis & Turcotte	1 00
Nat. McNaie	1 00
Alex. McDonald	1 00
John C. McNeil	5 00
Rhodes, Curry & Co.	1 00
H. F. McDougall	3 00
Town of Amherst	1 00
Raymond Dand	5 00
Canadian Express Co.	25 00
Town of Fraserville	1 00
Fenelon Belziles	1 00
A. C. Thompson & Co	2 00
Town of North Sydney	2 00
Town of Shediac	6 00
C. A. Atkinson	2 00
E. H. Peoples	2 00
Dominion Express Co	25 00
Robert McLean	1 00
James Skean	25 00
J. C. Jones	10 00
D. C. McKenzie and R. Graham	10 00

2,908,434 36

Carried forward..... 2,913,281 76

No. 8.—INTERCOLONIAL RAILWAY—Concluded.
 GENERAL BALANCE, YEAR ENDED MARCH 31, 1909—Concluded.

To	Dr.	\$ cts.	\$ cts.	\$ cts.
	Brought forward.....		2,903,431 36	
D. Patterson.....		3 00		
Joseph Raymond.....		3 00		
Rothsay Water and Improvement Co.....		2 00		
Town of Amherst.....		1 00		
M. A. McLeod.....		5 00		
Canadian Express Co.....		9 00		
Town of Pictou.....		1 00		
A. M. Rowan.....		300 00		
W. R. Sleeves.....		1 00		
Halifax Transfer Co.....		250 00		
D. E. McKeigan.....		1 00		
M. J. McNeil.....		1 00		
New Glasgow Electric Light Co.....		25 00		
LeClaire & Daigle.....		1 00		
Central Telephone Co.....		857 00		
New Brunswick Telephone Co.....		800 00		
Price Bros.....		5 00		
Post Office Dept.....		1 00		
Quebec Central Railway.....		1 00		
G. L. Tullock.....		1 00		
D. M. Grant.....		2 00		
Canadian Express Co.....		12 50		
I. B. Shaffner & Co.....		5 00		
Charles Love.....		1 00		
J. H. Hewson and A. A. Jones.....		5 00		
Freue-Lord.....		1 00		
Canadian Express Co.....		0 12		
A. H. McLeod.....		1 00		
Pictou Cottage Hospital Board.....		1 00		
Dominion Express Co.....		12 50		
R. A. McMillan.....		3 00		
Scotia Pure Milk Co.....		20 00		
Consolidated Coal Co.....		10 00		
Canadian Express Co.....		0 22		
Nova Scotia Telephone Co.....		5 00		
Henry Goodwin.....		1 00		
Town of Rimonski.....		18 00		
Sutherland Rifle Sight Co.....		1 00		
Lieut. Genl. J. W. Laurie.....		10 00		
	Brought forward.....			2,913,284 76

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Abrams and Sons	20 00		
A. D. Munro	2 00		
Canadian Express Co.	75 00		
Town of Sackville	2 00		
Frank George	1 00		
W. J. Sullivan	18 00		
Price Bros.	133 34		
Neil McNeil	10 00		
Fillmore & Morris	1 00		
Mrs. John Flanagan	3 00		
John White	3 00		
Antigonish and Sherbrooke Telephone Co.	1 00		
A. A. O'Donnell	1 00		
		8,314 35	
		<u>2,911,778 71</u>	
To Advances—			
W. J. Hughes	30 50		
J. W. C. McConnell	50 00		
Geo. Skeffington	25 53		
A. G. Gibeault	100 00		
A. Corriveau	250 00		
E. H. McAlpine	150 00		
T. P. Owens	900 00		
		1,506 05	
		<u>2,913,284 76</u>	
			<u>2,913,284 76</u>

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

(Sgd.) S. L. SHANNON,
Comptroller.

9-10 EDWARD VII., A. 1910

No. 10.—INTERCOLONIAL RAILWAY.

STATEMENT of Averages, year ended March 31, 1909.

Mileage of railway.....		1,447 13
Engine mileage.....		9,208,327
Total train mileage.....		6,865,204
Total car mileage.....		93,374,119
<hr/>		
Ratio of earnings to gross earnings—		Per cent.
Revenue from transportation.....		99 15
Revenue from operations other than transportation.....		85
Gross earnings per mile of railway.....	Dollars.	5,892 40
" engine mile.....	Cents.	92 60
" train mile.....	Dollars.	1 24
" car mile.....	Cents.	9 13
<hr/>		
Ratio of expenses to gross earnings—		Per cent.
Maintenance of way and structures.....		29 77
" equipment.....		24 58
Traffic expenses.....		2 19
Transportation expenses.....		59 18
General expenses.....		2 67
<hr/>		
Expenses per train mile—		
Maintenance of way and structures.....	Cents.	25 80
" equipment.....	"	30 54
Traffic expenses.....	"	2 72
Transportation expenses.....	"	75 50
General expenses.....	"	3 31
<hr/>		
Expenses per mile of railway—		
Maintenance of way and structures.....	Dollars.	1,224 08
" equipment.....	"	1,448 72
Traffic expenses.....	"	129 06
Transportation expenses.....	"	3,486 96
General expenses.....	"	157 07
<hr/>		
Locomotive and car repairs, per locomotive and car—		
Locomotives.....	Dollars.	1,884 53
Passenger cars.....	"	630 51
Freight cars.....	"	47 86

C. F. BURNS,
*Auditor of Disbursements.*S. L. SHANNON,
Comptroller.

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N.B., June 16, 1909.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the year ended March 31, 1909:—

- 1.—Revenue account.
- 2.—Maintenance of way and structures.
- 3.—General balance.
- 4.—Statement of earnings.

I also send you the report of the engineer of maintenance on the condition of the permanent way and works.

SESSIONAL PAPER No. 20

This line, 32 miles in length, was operated during the year by the Dominion Atlantic Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the government, the latter maintaining the line.

The gross earnings show a decrease, compared with those of the previous year, as follows :—

Earnings 1908-9..	\$	56,031	33
Earnings 1907-8..		56,430	41
		<hr/>	
Decrease..	\$	399	08
		<hr/> <hr/>	

The decrease was in freight traffic. There was a small increase in passenger traffic and in mails and sundries.

The net earnings for the year were \$19,796.78.

The engineer of maintenance reports that this line has been maintained in good condition.

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

D. POTTINGER,
General Manager Govt. Railways.

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

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

MONCTON, N.B., May 27, 1909.

SIR,—I have the honour to submit herewith the report of the maintenance of the Windsor branch for the year ending March 31, 1909.

TRACK.

During the year 122,034 feet of 4-inch and 4½-inch rails were taken out of the track and the same quantity of 4½-inch rails relaid.

TIES.

18,352 ordinary ties and 2 sets of switch ties were renewed during the year.

BALLASTING.

During the year 90 cubic yards of ashes were put under the track.

SWITCHES AND SEMAPHORES.

During the year necessary repairs were made to all switches and semaphores.

SIDINGS.

During the year 787 feet of additional siding accommodation has been provided.

FENCING.

During the year 2,569 rods of wire fence was built by contract. Necessary repairs were made to existing fences throughout the branch.

WHARFS AND TRESTLES.

Repairs.

Necessary repairs were made to wharfs and trestles.

BRIDGES AND CULVERTS.

Repairs.

Ellershouse, culvert; Jordan's, bridge; Mount Uniacke, culvert; Newport, culverts; Stillwater, culvert; Ste. Croix, culvert; Three Mile Plains, culvert; Windsor, culvert.

BUILDINGS AND PLATFORMS.

Repairs.

Ellershouse, tool house; Hartville, station platform; Newport, station; Windsor station platform; Windsor, old station; Windsor, engine-house.

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.

Semaphores, switches and signals were painted, when required.

Necessary repairs were made to trollies, hand cars and wheel-barrows, throughout the line.

The road has been maintained in good condition.

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

T. C. BURPEE,
Engineer of Maintenance of Way and Works.

D. POTTINGER, I.S.O.,
Member, Govt. Railways Managing Board,
MONCTON, N.B.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE Account, Year ended March 31, 1909.

Expenditure.		Earnings	
Maintenance of way and structures..	\$36,234 55	Passengers earnings..	\$14,699 30
Balance..	19,796 78	Freight earnings..	40,180 12
		Mail Earnings..	1,151 84
	<hr/>		<hr/>
	\$56,031 33		\$56,031 33

E. and O. E.,
MONCTON, N. B.

(Sgd.) S. L. SHANNON,
Comptroller.

SESSIONAL PAPER No. 20

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Structures, year ended March 31, 1909.

	\$	cts.
Superintendence.....	1,760	53
Ballast.....	81	78
Ties.....	6,534	48
Rails.....	8,456	51
Other track material.....	2,778	74
Roadway and track.....	10,675	84
Removal of snow and ice.....	391	89
Bridges, trestles and culverts.....	1,173	59
Grade crossings, fences, cattle-guard and signs.....	2,825	99
Signals and interlocking plants.....	4	50
Telegraph and telephone lines.....	1	05
Buildings, fixtures and grounds.....	1,009	03
Docks and wharfs.....	75	25
Roadway tools and supplies.....	153	44
Work equipment—Repairs.....	5	23
Stationery and printing.....	115	04
Other expenses.....	197	66
Total.....	36,234	55

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

S. L. SHANNON,
Comptroller.

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL Balance, year ended March 31, 1909.

DR.	\$	cts.	CR.	\$	cts.
To Stores Department.....	26,837	30	By Dominion Account.....	26,837	30

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

S. L. SHANNON,
Comptroller.

9-10 EDWARD VII., A. 1910

No. 4.—WINDSOR BRANCH RAILWAY.

STATEMENT OF MONTHLY RECEIPTS—One-third Earnings.

Month.	Passenger Earnings.	Freight Earnings.	Mail Earnings.	Totals.
1908.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
April	864 84	2,717 43	95 68	3,677 95
May	986 51	2,445 82	95 68	3,528 01
June	1,405 31	2,240 46	95 68	3,741 45
July	1,448 95	1,997 83	96 91	3,543 69
August	1,970 50	1,874 66	96 91	3,942 07
September	2,472 38	4,955 22	96 90	7,524 50
October	1,510 47	5,488 74	96 91	7,096 12
November	920 61	5,072 23	96 90	6,089 74
December	1,044 55	3,472 12	96 91	4,613 58
1909.				
January	691 47	3,485 47	94 46	4,271 40
February	652 25	3,043 92	94 45	3,790 62
March	731 46	3,386 29	94 45	4,212 20
	14,699 30	40,180 19	1,151 84	56,031 33

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

S. L. SHANNON,
Comptroller.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., June 16, 1909.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island railway for the fiscal year ended March 31, 1909.

I inclose the report of the superintendent, including statements of the various accounts; also the report of the chief engineer on the works charged to capital account.

The mileage of the railway was the same as last year, 267.5 miles.

The expenditure on capital account during the year was \$561,206.90.

This makes the total cost of the railway on March 31, 1909, \$8,258,967.94. Of this expenditure during the year \$227,661.81 was on account of increased accommodation at Charlottetown. The details of this work as well as explanations in regard to other expenditures on capital account will be found in the reports of the superintendent and of the chief engineer.

The rolling stock was increased by the construction, in the railway workshops at Charlottetown, of forty-two freight cars, all of which were charged to capital.

The working expenses for the year were. \$400,330 41
The gross earnings were. 311,319 63

Difference. \$ 89,010 78

The gross earnings for the year show an increase of \$6,739.80 over the previous year, the increase being in both passenger and freight traffic; there was a small decrease in mails and sundries.

SESSIONAL PAPER No. 20

There was an increase of \$382.62 in the working expenses compared with last year. The necessary work was done to maintain the permanent way and works and the rolling stock, and they are in a state of efficiency.

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

(Sgd.) 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.

SUPERINTENDENT'S OFFICE.

CHARLOTTETOWN, P.E.I., May 20, 1909.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island Railway, for the fiscal year ended March 31, 1909:—

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.
2. Revenue.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores.
9. General balance.
10. Statement of averages.
Statement of receipts.
Passenger statement.
Freight statement.
Descriptive statement of freight transported.
- 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.

The mileage of the railway in operation during the year was the same as last year, 267.5 miles.

9-10 EDWARD VII., A. 1910

CAPITAL ACCOUNT.

The expenditure to March 31, 1908, was \$7,697,761 04

The additions during the year were as follows :—

To increase accommodation at Charlottetown.	\$ 227,661 81	
M. J. Haney, award.	164,633 33	
Extension of wharf at Souris.	41,480 83	
Rolling stock.	34,622 32	
Spur line and ballast pit.	29,832 57	
New machinery.	19,893 79	
Steel rails.	9,999 90	
Surveys of branch lines.	6,915 56	
Montague branch, land claims.	6,851 41	
Increased accommodation and facilities along the line.	6,549 70	
Murray Harbour branch, land claims.	4,383 77	
Branch line, Harmony to Elmira.	3,618 94	
Land purchase.	2,546 28	
Vernon River branch, land claims.	2,216 69	
		561,206 90

Making the total on March 31, 1909. \$8,258,967 94

Rolling stock—

There were 42 box freight cars built in the railway works at Charlottetown.

Steel rails—

A quantity of 56 and 67-lb. second-hand rails were purchased from the Inter-colonial Railway to be put down in the main line between Charlottetown and Summerside in the place of 50-lb. steel, which in turn are being put in sidings to take the place of old iron of 40 lbs. to the yard that have now become obsolete except for scrap.

New machinery—

Additional new and modern machinery has been purchased to equip the new shops with.

Increased accommodation along the line—

New caretakers' stations were erected at West Devon, Portage, McNeill's Mills, St. Nicholas, Perth, Selkirk and Belle River.

The other expenditures under the head of capital are fully explained by the chief engineer.

REVENUE ACCOUNT.

Notwithstanding the temporary depression of business generally, the revenue increased slightly over the previous year.

The crops were good, and prices for all farm produce and the fisheries were well maintained, and the province has experienced a satisfactory measure of prosperity.

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

Gross earnings.	\$ 311,319 63
Working expenses.	400,330 41

Difference. \$ 89,010 78

SESSIONAL PAPER No. 20

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

In 1907-8.	\$ 304,579 83
1908-9.	311,319 63
Increase.	\$ 6,739 80

The earnings from passenger traffic compare as follows:—

In 1907-8.	\$ 132,382 76
1908-9.	136,534 04
Increase.	\$ 4,151 28

The earnings from freight traffic compare as follows :—

In 1907-8.	\$ 146,280 99
1908-9.	149,150 61
Increase.	\$ 2,869 62

The earnings from mails and sundries compare as follows :—

In 1907-8.	\$ 25,916 08
1908-9.	25,634 98
Decrease.	\$ 281 10

The number of passengers carried compares as follows:—

	Number.
In 1907-8.	317,828
1908-9.	332,758
Increase.	14,930

The weight of freight carried compares as follows :—

	Tons.
In 1907-8.	97,250
1908-9.	106,090
Increase.	8,840

WORKING EXPENSES.

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

In 1907-8.	\$ 399,947 79
1908-9.	400,330 41
Increase.	\$ 382 62

The averages compared with the previous year, as follows :—

Per mile run by locomotives.	
In 1907-8.	90.49
1908-9.	88.46
Per mile run by trains.	
In 1907-8.	120.75
1908-9.	119.51
Expenditure per mile of railway.	
In 1907-8.	\$ 1,497 92
1908-9.	1,499 36

9-10 EDWARD VII., A. 1910

TRACK.

Thirty-four thousand, nine hundred and ninety-five track ties, thirty-eight sets switch ties and thirty-four switch head-blocks with frames were renewed.

There were laid in Charlottetown yard 3,474 feet of 50-lb. steel rails to replace iron rails, and 700 feet of 56-lb. steel rails. On the main line between Fredericton and Elliott's one and three-quarter miles were laid with 67-lb. steel rails to replace 50-lb. steel rails, and between Charlottetown and Royalty Junction four miles of 50-lb. steel rails were replaced with 56-lb. steel rails. On Souris wharf 1,650 feet of 50-lb. steel rails were laid to replace iron rails.

Twelve hand cars were repaired, and six new lorry tops built. Twelve track levels, six lifting boards, and twelve snow scrapers for cleaning platforms were made.

SIDINGS.

At Alberton 1,250 feet of 50-lb. steel rails were laid on wharf track to replace iron rails.

At O'Leary 720 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Conway the mill siding was extended 130 feet.

At Ellerslie 1,440 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Port Hill 1,440 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Wellington 1,680 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Kensington 1,254 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At Freetown 216 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Emerald 519 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At Cape Traverse a new siding, 120 feet long, consisting of 50-lb. steel rails, and a new frog and switch gear, was put in for a plough and flanger, and 384 feet of 50-lb. steel rails were laid on another siding to replace iron rails.

At Fredericton 450 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At Royalty Junction 3,032 feet of 50-lb. steel rails were laid on sidings, and 960 feet of 50-lb. steel rails laid on wye, to replace iron rails.

At Charlottetown 150 feet of 50-lb. steel rails were laid on stationary engine track to replace iron rails.

At Tracadie 1,440 feet of 50-lb. steel rails were laid on siding to replace iron.

At New Zealand 263 feet of new siding, a new frog and a set of switch gear were put in between New Zealand and Harmony.

At Souris 760 feet of new sidings were laid on wharf with 50-lb. steel rails. On Acorn's Mill siding 65 feet of 50-lb. steel rails were laid to replace iron rails.

At Melville the siding was extended 50 feet.

FENCING.

There were 38,253 feet of new Page wire fence and 660 feet new barbed wire erected on cedar posts; 6,454 feet of new permanent snow fence built; 3,360 feet of permanent snow fence rebuilt, and 431 panels portable snow fence built and placed where most needed. A large quantity of temporary snow fence was erected with brush and other material.

All fences that needed repairs were attended to.

Fifty farm gates were renewed.

BALLASTING.

Eight hundred and seventy-three cars of ballast were distributed where most needed along the line.

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Nine hundred and sixty-three cars of clay were taken from cuttings and ditches, and used to grade station grounds and widen embankments. Thirty-six cars of ashes were distributed in wet and low places in the track.

BRIDGES.

At Tignish, Pig Brook and Harper's bridges received new coverings of hard pine ties.

At Bloomfield, Trout Brook bridge had its stone work repaired.

At Ellerslie and Port Hill the stone work of bridges was repaired.

At Emerald the stone work of three bridges was repaired.

Bradalbane, Elliott's, Mt. Stewart, and 48 road bridges were supplied with new coverings.

CULVERTS.

At Conway a new concrete pipe culvert, 22 feet long, 18 inches in diameter, was put in.

At Ellerslie a new concrete pipe culvert, 22 feet long 18 inches in diameter, was put in.

At Colville a new concrete culvert, 56 feet long, 24 inches in diameter, was put in.

At Charlottetown a new concrete pipe culvert, 50 feet long, 24 inches in diameter, was put in.

At St. Teresa, Cardigan and Georgetown new concrete pipe culverts, 22 feet long, 12 inches in diameter, were put in.

At Souris an earthenware culvert, 66 feet long, 24 inches in diameter, was put in.

Twenty-seven wooden culverts were repaired with hemlock and other timber. Stone culverts received repairs where necessary.

Forty-seven cattle-guards were rebuilt with hemlock ties, hard pine, hemlock wall plates and timber.

WHARFS AND BREASTWORKS.

At Alberton repairs were made to wharf, for which purpose 40 pieces hemlock timber, 1 car brush, 2 cars stone and 100 drift bolts were used.

At Summerside in repairing wharf 8 creosoted piles, 4 pieces hard pine, 15,000 feet hemlock plank, 1 car old ties, 2 cars of ashes, 2,600 feet of hemlock timber, and 1,700 feet creosoted boards for facing wharf were used.

At Georgetown repairs were made to wharf, and 1,600 old ties used for ballast floor.

At St. Peter's 240 feet of new breastwork was built.

BUILDINGS AND PLATFORMS.

Tignish.—New sills were placed under engine-house, and three pits in it rebuilt. A new porch was added to agent's dwelling. Repairs were made to freight-house. A concrete wall was built in the water tank, and a new trestle placed under it.

St. Louis.—A new cattle-pen was built.

Alberton.—Three new storm windows were made for agent's dwelling. A new fence and two new gates were placed around agent's dwelling.

Elmsdale.—Windows and door of station were repaired.

Bloomfield.—Station platform was repaired.

O'Leary.—A gravel roof was placed on station, and a new covering of Flintkote on freight-house. Walls of freight-house were repaired.

Coleman.—Doors and windows of station were repaired.

Ellerslie.—Station platform was renewed, and necessary repairs made to station and dwelling.

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Port Hill.—Flues were repaired, station and dwelling were repaired and painted.

Northam.—The station platform was repaired and raised.

Richmond.—Station platform was repaired and raised, and a new section tool-house built.

Wellington.—Station was raised and painted, and new sills put under it, and the roof shingled. Waiting-room was sheathed, and a new door and frame placed in it. Offices received a new bay window, and hardwood floor, and was sheathed.

Miscouche.—Station received a new panel door, and doors, windows, platform and flue were repaired.

Summerside.—Coal-shed, station and dwelling were repaired. A new bookcase was placed in the telegraph office, and a new set of Fairbanks scales in freight-house.

Kensington.—Station platform was renewed.

Freetown.—Station and platform were repaired. Four new storm windows were made for agent's dwelling.

Emerald.—Station, platform, dwelling and flues were repaired. Station and dwelling were painted.

Cape Traverse.—Engine-house received a new covering of Flintkote roofing and tar-paper. Station and platform were repaired. Freight-house, agent's porch and outside of station were painted.

Elliott's.—Station platform was renewed.

Clyde.—A new shelter station and platform were built.

Hunter River.—Station and platform were repaired. Two rooms of agent's dwelling were papered and painted. A new concrete wall was placed in the reservoir.

Winsloe.—Station platform was renewed.

Royalty Junction.—Waiting-rooms, office and outside of station were painted. Agent's dwelling and wooden platform were repaired.

O'Leary.—A new cattle-pen was built.

Sherwood.—A new platform was built.

York.—Flue on station was repaired, and a new flue put on section tool-house.

Suffolk.—The station platform was renewed.

Bedford.—Windows and doors of station and station platform were repaired.

Tracadie.—Windows and doors of station were repaired.

Mount Stewart.—Station, dwelling and platform were repaired.

Peakes.—Flue of station was repaired.

Cardigan.—Station was repaired and station platform renewed.

Emerson.—Station platform was renewed.

Montague.—A new flue was built in station.

Georgetown.—Coal-shed and engine-house were repaired.

Perth.—Water tank received a new covering and new walls were built in it.

Lot 40.—New sills were placed under station and roof and walls shingled. Waiting-rooms and caretaker's room were sheathed, papered and painted. New floors were laid in waiting-room and two other rooms.

Morell.—Station and agent's dwelling were repaired and seven new storm windows made for agent's dwelling.

St. Peter's.—Station platform was repaired.

Five Houses.—Station platform was renewed.

New Zealand.—Station platform was renewed.

Harmony.—Station platform was renewed.

St. Charles.—Station platform was renewed.

Souris.—Coal-shed, station and dwelling were repaired. Engine-house and station platform were renewed. Roof of warehouse on wharf was shingled.

Village Green.—Station platform was raised.

Surrey.—Station was raised in order to make it easier to load and unload freight from train.

Millview.—Station and platform were raised.

SESSIONAL PAPER No. 20

Glencoe.—Station and platform were raised.

Vernon River.—A new cattle-pen was built.

Iris.—The old station (shelter) at Belle River was moved to Iris, where there was nothing but a platform before.

Hopefield.—Station and platform were raised.

All other buildings requiring repairs were attended to.

STORES.

The value of stores purchased was..	\$184,905 54
The value of stores used was..	187,336 95
The value of material sold was..	1,692 53
The value of stores on hand at the end of the year was:—	
Miscellaneous..	\$ 44,686 66
Fuel..	15,144 91
Roadway and bridge material..	17,610 70
	\$ 77,442 27

GENERAL.

The rolling stock, roadbed and buildings have all received generous attention, and are in a state of efficiency.

I inclose a return of casualties which occurred during the year.

I have the honour to be, sir,

(Sgd. G. A. SHARP,
Superintendent.

D. POTTINGER, Esq., I.S.O.,
Member of Board of Management,
Canadian Government Railways,
Moncton, N.B.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.
CAPITAL ACCOUNT —TWELVE MONTHS ENDED MARCH 31, 1909.

	Dr.	\$	cts.	1908.	Cr.	\$	cts.
1908.							
March 31	To cost of P. E. I. Railway to date.....		7,697,761	04	By Dominion of Canada.....	7,697,761	04
1909.							
March 31.	To increased accommodation at Charlottetown...\$	227,661	81	1909.	By Dominion of Canada.....	561,206	90
	M. J. Haney, award.....	164,633	33	March 31.			
	Extension of wharf at Souris.....	41,480	83				
	Rolling stock.....	34,622	32				
	Spur line and ballast pit.....	29,832	57				
	New machinery.....	19,893	79				
	Steel rails.....	9,999	90				
	Surveys of branch lines.....	6,915	56				
	Montague Branch—land claims.....	6,851	41				
	Increased accommodation and facilities along the line.....	6,549	70				
	Murray Harbour Branch—land claims.....	4,383	77				
	Branch line—Harmony to Elmira.....	3,618	94				
	Land purchase.....	2,546	28				
	Vernon River Branch—land claims.....	2,216	69				
						561,206	90
						8,258,967	94

E. & O. E.
Charlottetown, P.E.I.,

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT—TWELVE MONTHS ENDED MARCH 31, 1909.

EXPENDITURE.	\$	cts.	EARNINGS.	\$	cts.
Maintenance of way and structures . . .	114,473	32	Passenger earnings.	136,534	04
Maintenance of equipment	62,250	46	Freight earnings.	149,150	61
Traffic expenses	1,314	58	Mail and express earnings.	25,634	98
Transportation expenses	209,997	20			
General expenses	12,294	85			
	400,330	41	Balance	311,319	63
				89,010	78
	400,330	41		400,330	41

E. & O. E.

CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,

Accountant and Auditor.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND STRUCTURES—TWELVE MONTHS ENDED MARCH 31, 1909.

	\$	cts.
No. 1. Superintendence	2,734	44
2. Ballast	1,610	91
3. Ties.	14,219	92
4. Rails	1,551	20
5. Other track material	2,150	66
6. Roadway and track	64,667	04
7. Removal of snow, sand and ice	6,024	07
9. Bridges, trestles and culverts	1,189	34
10. Over and under grade crossings	75	11
11. Grade crossings, fences, cattle guards and signs	5,340	43
12. Snow and sand fences and snow sheds	2,061	55
13. Signals and interlocking plants	45	65
14. Telegraph and telephone lines	10	00
16. Buildings, fixtures and grounds	8,487	78
17. Docks and wharfs	2,176	59
18. Roadway tools and supplies	1,463	72
19. Work equipment, repairs	462	97
20. Work equipment, renewals	15	81
23. Stationery and printing	183	60
25. Other expenses	2	50
	114,473	32

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CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,

Accountant and Auditor.

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No. 4.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF EQUIPMENT—TWELVE MONTHS ENDED MARCH 31, 1909.

	\$	cts.
No. 28. Superintendence.....	6,333	57
29. Steam locomotives—repairs	23,946	86
35. Passenger train cars—repairs	14,235	31
36. Passenger train cars—renewals.....	2,431	56
38. Freight train cars—repairs.....	10,177	30
39. Freight train cars—renewals.....	668	85
47. Shop machinery and tools.....	1,742	52
50. Stationery and printing	338	18
52. Other expenses	6,244	83
56. Equipment loaned—Cr.....	3,868	52
	62,250	46

E. & O. E.

CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,

Accountant and Auditor.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

TRAFFIC EXPENSES—TWELVE MONTHS ENDED MARCH 31, 1909.

	\$	cts.
No. 57. Superintendence.....	18	56
59. Advertising.....	909	35
60. Stationery and printing	373	47
65. Other expenses.....	13	20
	1,314	58

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W. T. HUGGAN,

Accountant and Auditor.

9-10 EDWARD VII., A. 1910

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STORES ACCOUNT—12 MONTHS ENDED MARCH 31, 1909.

1908.	DR.	\$	cts.	\$	cts.	\$	cts.
March 31..	To balance brought forward.....					81,566	21
March 31..	To Purchases during the year.....			165,496	10		
	Charges from other departments.....			9,068	90		
	Labour, &c.....			5,316	44		
	Pay rolls.....			5,024	10		
						184,905	54
						266,471	75
March 31..	By Issues during the year.....					189,029	48
	Balance..	{	Ordinary stores, including stationery..	44,686	66	}	77,442 27
			Fuel	15,144	91		
			Roadway and bridge material	17,610	76		

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I

Accountant and Auditor.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE—12 MONTHS ENDED MARCH 31, 1909.

DR.	\$	cts.	CR.	\$	cts.
General stores.....	77,442	27	Dominion account.....	99,531	38
Post Office Department	12,431	18	Unclaimed wages.....		122 63
Cash.....	4,805	62	Canadian Westinghouse Company....		19 00
Station agents.....	2,309	17			
Accident insurance.....	2,277	65			
Department of Militia and Defence....	49	64			
Intercolonial Railway	65	99			
Canadian Express Company	117	31			
Anglo-American Telegraph Company..	46	43			
Sidney Grey.....	45	87			
Judge Weatherbie.....	30	00			
Canadian Pacific Railway.....	4	77			
Minneapolis, St. Paul & Sault Ste. Marie Ry	10	83			
Wabash Railway	21	26			
New York, Chicago & St. Louis Ry....	1	54			
Boston & Maine Ry.....	3	00			
Suspense account.....	10	48			
	99,673	01		99,673	01

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CHARLOTTETOWN, P.E.I

W. T. HUGGAN,

Accountant and Auditor.

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No. 10.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF AVERAGES—12 MONTHS ENDED MARCH 31, 1909.

Mileage of railway		267
Engine mileage		452,534
Total train mileage.....		334,982
Total car mileage		2,098,701
Ratio of earnings to gross earnings—		
Passenger.....	Per cent.	43 86
Freight.....	"	47 91
Mails and express	"	8 23
Gross earnings per mile of railway.....	Dollars.	1,165 99
" engine mile.....	Cents.	68 79
" train mile.....	"	92 94
" car mile.....	"	14 83
Ratio of expenses to gross earnings—		
Maintenance of way and structures.....	Per cent.	36 77
Maintenance of equipment.....	"	20 00
Traffic expenses.....	"	0 42
Transportation expenses	"	67 45
General expenses.....	"	3 95
Expenses per train mile—		
Maintenance of way and structures	Cents.	34 17
Maintenance of equipment.....	"	18 58
Traffic expenses	"	0 40
Transportation expenses.....	"	62 69
General expenses.....	"	3 67
Expenses per mile of railway—		
Maintenance of way and structures.....	Dollars.	428 74
Maintenance of equipment.....	"	233 15
Traffic expenses	"	4 92
Transportation expenses.....	"	786 50
General expenses.....	"	46 05
Locomotive and car repairs, per locomotive and car—		
Locomotives	"	772 48
Passenger cars	"	249 74
Freight cars	"	21 75
	

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W. T. HUGGAN,
Accountant and Auditor.

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PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF RECEIPTS.

Months.	Passenger Traffic.		Freight Traffic.		Mails and Sundries.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1908—								
April	8,781	13	9,660	29	1,778	96	20,220	38
May	8,854	50	15,511	65	1,678	97	26,045	12
June	10,074	89	14,506	58	1,784	37	26,365	84
July	18,995	43	12,488	31	1,844	45	33,328	19
August	19,398	81	11,103	41	1,848	37	32,350	59
September	17,305	57	11,652	30	1,819	53	30,777	40
October	12,221	39	16,535	97	1,809	14	30,566	50
November	10,445	69	17,347	29	1,863	00	29,655	98
December	9,720	39	12,889	87	1,909	49	24,519	75
1909—								
January	7,329	02	8,252	65	3,237	95	18,819	62
February	5,684	30	8,046	51	2,986	24	16,717	05
March	7,722	92	11,155	78	3,074	51	21,953	21
1908-09	136,534	04	149,150	61	25,634	98	311,319	63
1907-08	132,382	76	146,280	99	25,916	08	304,579	83

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W. T. HUGGAN,
Accountant and Auditor

PRINCE EDWARD ISLAND RAILWAY.

PASSENGER STATEMENT.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1908—						
April	25,275	397,070	78	3,195	25,353	400,265
May	25,986	460,580	755	32,715	26,741	493,295
June	23,856	395,946	1,225	59,476	25,081	455,422
July	43,891	1,083,855	2,352	106,173	46,243	1,190,028
August	37,253	872,613	4,177	196,434	41,430	1,069,047
September	35,255	920,922	3,444	180,073	38,699	1,100,995
October	24,991	511,461	3,073	162,327	28,064	673,788
November	25,163	382,248	1,796	83,964	26,959	466,212
December	24,702	526,953	836	41,399	25,538	568,357
1909—						
January	17,928	406,659	189	9,422	18,117	416,081
February	12,909	329,990	117	6,137	13,026	336,127
March	17,192	391,506	315	14,944	17,507	406,450
1908-9	314,401	6,679,808	18,357	896,259	332,758	7,576,067
1907-8	300,817	6,653,262	17,011	804,196	317,828	7,457,468

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W. T. HUGGAN,
Accountant and Auditor.

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PRINCE EDWARD ISLAND RAILWAY.

FREIGHT STATEMENT.

Months.	1908-09.		1907-08.	
	Tons.	Mileage.	Tons.	Mileage.
April.....	5,365	203,425	7,164	269,586
May.....	10,422	360,583	9,662	346,100
June.....	10,755	428,751	8,377	304,074
July.....	7,892	317,451	8,509	374,883
August.....	7,785	265,283	7,381	273,912
September.....	8,443	303,582	6,551	150,754
October.....	12,244	398,716	8,779	286,129
November.....	12,904	452,504	13,351	447,621
December.....	8,432	283,614	7,635	253,837
January.....	6,097	234,501	4,095	188,556
February.....	6,723	240,474	7,361	338,615
March.....	9,030	310,124	8,385	344,642
	106,090	3,790,008	97,250	3,578,759

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Accountant and Auditor.

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PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE Statement of Freight Transported, Twelve Months ended March 31, 1909.

Products of.	Commodity.	Tons.
Agriculture.....	{ Grain.....	14,554
	{ Flour.....	4,461
	{ Other mill products.....	983
	{ Hay.....	1,725
	{ Tobacco.....	187
	{ Cotton.....	33
	{ Fruit and vegetables.....	5,086
Animals.....	{ Live stock.....	3,141
	{ Dressed meats.....	2,272
	{ Other packing house products.....	2,360
	{ Poultry, game and fish.....	3,048
	{ Wool.....	51
	{ Hides and leather.....	441
Mines.....	{ Anthracite coal.....	1,606
	{ Bituminous coal.....	7,029
	{ Stone, sand, and other like articles.....	4,885
Forest.....	Lumber.....	13,219
Manufactures.....	{ Petroleum and other oils.....	805
	{ Sugar.....	1,170
	{ Naval stores.....	7
	{ Iron, pig and bloom.....	457
	{ Iron and steel rails.....	451
	{ Other castings and machinery.....	821
	{ Bar and sheet metal.....	127
	{ Cement, brick and lime.....	1,614
	{ Agricultural implements.....	471
	{ Wagons, carriages, tools, etc.....	263
Miscellaneous.....	{ Wines, liquors and beers.....	424
	{ Household goods and furniture.....	428
	{ Other commodities not mentioned.....	33,966
		106,090

E. & O. E.,
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

Spur line and ballast pit—

A spur line and 'Y' were built and a ballast pit purchased at Surrey.

Rolling stock—

For details of this appropriation see report of G. A. Sharp, superintendent of Prince Edward Island Railway.

New machinery—

For details of this appropriation see report of G. A. Sharp, superintendent of Prince Edward Island Railway.

Steel rails—

For details see report of G. A. Sharp, superintendent of Prince Edward Island Railway.

Land purchase—

This appropriation was to pay legal expenses in connection with the purchase of right of way for the Murray harbour and Montague branches, which was done.

Survey of branch lines: Montague to a point on the Murray Harbour Branch; alternate routes from a point on the main line to New London, and from Stanhope to the main line at Royally Junction, or Mount Stewart, or an intermediate point.

Surveys were made along the north shore, between Kensington and Bedford, and between Montague and Murray river, also between Montague and Kinross.

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

WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
Member Govt. Railways Managing Board,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT,
CHARLOTTETOWN, P.E.I., April 21, 1909.

G. A. SHARP, Esq.,
Superintendent, P.E.I. Railway.

SIR,—I beg to submit for your information the following statement of the operation of the Mechanical Department for the year ended March 31, 1909.

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

LOCOMOTIVES.

Ten locomotives received heavy repairs. Six received new side and main rod brasses, new driving boxes, new engine truck boxes and brasses, all the motion and running gear thoroughly repaired, stay-bolts in boilers thoroughly examined, and about 700 new stay-bolts put in boilers.

Eight locomotives received specific repairs.

Six engines received new pistons and piston rods, and new driving boxes. One set of cylinders were bored out, motion and mountings in cab thoroughly repaired and a great deal renewed. Six new cross-heads were made, and 28 lined with tin and planed.

SESSIONAL PAPER No. 20

Four new whistles, six pop valves, six new boiler checks, 350 sets metallic packing, sixty new grease cups, eight new driving boxes, twenty sets new side rod brasses, twelve locomotive smokestacks, twenty-four smoke jacks for Round Houses, eight new valve stems and sixteen sets of engine truck brasses were made. Two piston rods were broken which caused the breakage of two cylinders, and one engine frame was also broken which was repaired. Six tender tanks and tender frames were largely repaired. One hundred and two driving springs and six injectors were largely rebuilt. Four sets of driving wheel tires were turned and put on wheel centres. Three hundred and fifty car wheels were bored out and pressed on axles, 250 axles, sixty sets of thirty-three-inch steel tired wheels, twenty-two pairs of driving wheels, and twenty-eight pairs of engine truck wheels were turned. Seven hundred tubes were pieced and put in locomotives. Twenty-seven thousand two hundred and forty-seven pounds of iron, and nine hundred and twenty pounds of steel were forged: 3,777 pounds of nuts were tapped, and we have done a great deal of running repairs.

CAR DEPARTMENT.

Forty-two box cars were built and equipped with all the latest improvements of the Westinghouse brake, and charged to capital. One second-class car, one van, and three platform cars have been rebuilt during the year, and charged to renewals. Six locomotives cabs were largely rebuilt, and ten new engine pilots were built. Five first-class cars, five second-class cars, one van, two postals, twenty box cars, thirty platform cars, three flangers, and four snow-ploughs received heavy repairs, and sixteen box cars had new cotton duck roofs put on.

BRASS FOUNDRY.

Seven hundred and fifty car bushes, fourteen sets of engine-driving brasses, and eight sets of side and main rod brasses were made, making a total of 13,472 pounds of brass castings, besides one hundred and seventy battery zincs and forty hangers.

PAINT SHOP.

Six first-class cars were painted, and four cleaned and varnished, five second-class cars were painted, and four cleaned and varnished, five baggage and postal cars were painted, and two cleaned and varnished. Forty-eight box cars, seventy-eight box car roofs, fifteen flat cars, four snow-ploughs, one flanger, and twelve hand cars were painted, and 1,300 panes of glass put in buildings.

Our shop painters have done a great deal of work on stations, agents' dwellings, switch frames and targets for the road department.

ROAD AND TRAFFIC DEPARTMENT.

Thirty-four loading platforms, two gates, four freight trucks, three cattle stages, six hand cars, one grindstone stand, four boxes, two haggis tanks, one letter case, two clip boards, one door, one cash-drawer, five desks, two cases of drawers for engineer's office, and three press stands for offices were made, and three station seats were repaired. Thirteen hand cars, five freight trucks, six chairs and two conductors' cupboards, were largely rebuilt. Eight ratchet frames, four lining bars, twelve switch rods, eight pairs heavy hangers, five claw bars, two blind switches and rods, six track lifters, and seven sets of switch gear were made, and seven frogs largely repaired.

This has been the busiest year in the history of the mechanical department. We have had to move out of our old quarters, and install the old and new machinery in the new shops, besides piping those shops for compressed air and steam for running our power in the winter. We also dismantled two old locomotives and utilized the boilers for heating the shops during the winter, which of course necessitated a great deal of extra work. By persistent efforts, I am pleased to say, we have kept the rolling

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stock in a high state of efficiency, and equipped with all modern appliances such as the Westinghouse air-brake, steam heat and M.C.B. couplers.

I am also pleased to report that our new shops are the finest for their size in the maritime provinces, and when we have them all finished and our electric motors installed, they will be a credit to the province, and to the department which so generously provided money for the requirements of an up to date plant.

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

W. S. POOLE,
Mechanical Superintendent.

G. A. SHARP, Esq.,
Superintendent, P.E.I. Railway.

A.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT Showing the Number of Locomotives and the Various Classes of Cars and other Rolling Stock on March 31, 1909.

	CLASSIFICATION OF CARS.													Total.	Snow Ploughs.	Flangers.	Total.	
	Locomotives.	1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smoking. Baggage.	Combined Postal and Baggage.	Pay Car.	Vans.	Box Freight.	Refrigerator Cars.	Stock.	Coal.	Platform.					
On hand, serviceable, March 31, 1908.....	31	23	11	5	4	3	4	1	2	271	3	21	22	114	514	9	9	18
Condemned, April 1, 1908			1	2		1	2		2					3	11	1		1
Total equipment, April 1, 1908.	31	23	12	7	4	4	6	1	4	271	3	21	22	147	525	10	9	19
Built during fiscal year ended March 31, 1909, and charged to capital account.....										42				42				
Total equipment at March 31, 1909....	31	23	12	7	4	4	6	1	4	313	3	21	22	147	567	10	9	19
Condemned, April 1, 1908.....			1	2		1	2		2					3	11	1		1
Condemned during the year.....														9	9			
Total condemned.....			1	2		1	2		2					12	20	1		1
Less rebuilt during the year.....			1						1					3	5			
To be rebuilt.....				2		1	2		1					9	15	1		1
Add serviceable and repairing.....	31	23	12	5	4	3	4	1	3	313	3	21	22	138	552	9	9	18
Total equipment, March 31, 1909.....	31	23	12	7	4	4	6	1	4	313	3	21	22	147	567	10	9	19

S. F. HODGSON,

Mechanical Accountant.

CHARLOTTETOWN, March 31, 1909.

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B.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of Mileage made, and Coal, Oil and Waste Consumed by the Locomotives for the Year ended March 31, 1909.

Months.	Locomotive Mileage.	CONSUMPTION.						AVERAGE CONSUMPTION PER 100 MILES.						
		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.					
1908.														
April	32,504	818	428	1,000	539	5,637	1.31	3.68	1.65					
May	36,793	895	524	1,284	616	5,449	1.42	3.49	1.67					
June	38,237	929	488	1,376	630	5,412	1.27	3.60	1.64					
July	46,811	1,095	796	1,924	732	5,239	1.70	4.11	1.56					
August	47,097	1,145	781	1,771	671	5,445	1.66	3.76	1.42					
September	47,990	1,283	680	1,732	791	5,988	1.41	3.61	1.65					
October	43,017	1,209	592	1,412	645	6,295	1.37	3.28	1.49					
November	42,463	1,188	621	1,454	698	6,312	1.48	3.41	1.65					
December	40,610	1,112	620	1,332	799	6,133	1.52	3.28	1.96					
1909.														
January	32,962	976	476	1,156	529	6,632	1.44	3.50	1.60					
February	31,180	877	400	1,048	556	6,300	1.28	3.36	1.78					
March	34,704	977	520	1,132	592	6,306	1.49	3.26	1.70					
Totals	474,071	12,504	6,932	16,621	7,801	5,968	1.46	3.50	1.64					

S. F. HODGSON,
Mechanical Accountant.

CHARLOTTETOWN, March 31, 1909.

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PRINCE EDWARD ISLAND RAILWAY.

DETAILS of Accidents for the Period ending March 31, 1908.

Date.	Name, Address and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injury.
1908.				
April 22.	Charles Bradley, Grandview, section foreman.	Grandview.	Lifting hand-car on track.	Back sprained.
" 25.	T. L. Aitken, Charlottetown, carpenter.	Charlottetown.	Moving hand-car.	Hand bruised.
" 27.	David Birt, Vernon River, section foreman.	Vernon River.	(Getting on hand-car.	Hip injured.
May 15.	Russell Beer, Charlottetown, apprentice.	Charlottetown.	Working on lathe; wrench slipped.	Wrist sprained.
" 23.	Fenton Higgins, Charlottetown, cleaner.	"	Working in shop; hand caught in tackle block.	Finger injured.
" 25.	Joshua Carmody, Charlottetown, car inspector.	"	Foot caught between rails.	Ankle bruised.
" 25.	S. McEachern, Douglas, section man.	Douglas.	Track jack slipped from under rail.	Ribs fractured.
June 8.	Robert Arthur, Summerside, section man.	Summerside.	Drawing spike out of sleeper; claw bar slipped.	Finger broken.
" 24.	Frank Gillis, Cape Traverse, cleaner.	Cape Traverse.	Fell into pit in engine house.	Shoulder dislocated.
July 28.	Fenton J. Higgins, Charlottetown, fireman.	Charlottetown.	Finger caught in stationary engine.	Finger cut.
Aug. 7.	Hector McLeod, Charlottetown, fitter's helper.	"	Finger cut with piece rusty iron.	"
" 11.	Alfred W. Scamann, Hunter River.	Kensington.	Jumped off train while in motion.	Fatal.
Sept. 3.	Parker Moore, Charlottetown, machinist.	Charlottetown.	Working on engine tender track.	Fingers severed.
" 7.	John Hannah, Charlottetown, labourer.	"	Thumb caught in track jack.	Thumb bruised.
" 10.	John Stewart, Georgetown, brakeman.	Montague.	Coupling cars.	Neck sprained.
" 11.	Thos. Renton, Georgetown, fireman.	Georgetown.	Struck knee with shovelled while working in engine.	Knee bruised.
" 24.	Malcolm McCallum, Charlottetown, labourer.	Charlottetown.	Plank fell on toe.	Toe bruised.
" 26.	Joseph O'Reilly, Charlottetown, brakeman.	Hunter River.	Trunk fell on leg.	Leg cut.
Oct. 16.	Russell Beer, Charlottetown, apprentice.	Charlottetown.	Moving machinery.	Toe crushed.
" 20.	William Harris, Charlottetown, brakeman.	"	Fell while passing between engine and car.	Back injured and ankle bruised.
" 20.	Gordon Worth, Charlottetown, fireman.	Souris.	Back hurt on side of cab.	Back injured.
" 24.	Jos. P. Murphy, Conway, section man.	Portage.	Leg struck with spike while driving same.	Leg bruised.
" 28.	Ernest Parquharson, Charlottetown, brakeman.	Charlottetown.	Fell while uncoupling cars.	Fingers severed.
Nov. 18.	Peter C. Gallant, St. Louis, section man.	St. Louis.	Putting in switch ties; foot caught under rail.	Foot bruised.
Dec. 14.	Parker Moore, Charlottetown, machinist.	Bloomfield.	Knee injured clearing wreck.	Knee sprained.
" 21.	Charles Johnson, Georgetown, cleaner.	Georgetown.	Slipped coming out of coal shed.	Ankle sprained.
" 28.	Arthur J. Harper, Charlottetown, brakeman.	Charlottetown.	Coupling cars.	Thumb bruised.
1909.				
Jan. 6.	Frederick Egan, Charlottetown, janitor.	"	Attending furnace.	Thumbs bruised; blood poisoning.
" 18.	James Revell, Charlottetown, fireman.	Souris.	Fell over rail.	Rib fractured.
" 18.	A. J. McLaine, Charlottetown, engine driver.	Georgetown.	Fell while getting off tender.	Wrist sprained.
" 19.	Peter Pincus, Howlan, section man.	Howlan.	Slipped off sleeper.	Leg sprained.
" 29.	J. A. Cameron, Charlottetown, boiler maker.	Charlottetown.	Hand cut on boiler plate.	Blood poisoning.
Feb. 9.	Murdock McKenzie, Charlottetown, labourer.	"	Fell in pit in car shop.	Ribs injured.
" 11.	John S. Power, Charlottetown, brakeman.	Travellers' Rest.	Finger injured unloading freight.	Finger bruised.
Mar. 8.	Bert Paquet, Charlottetown, fireman.	Charlottetown.	Fell in pit in engine house.	Back injured.

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PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS DURING PERIOD ENDED MARCH 31, 1909.

Cause of Accident.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Fell from cars or engine				1				1
2. Jumping on or off trains or engines while in motion	1						1	
3. At work on or near the track making up trains				1				1
4. Putting arms or heads out of windows				3				3
5. Coupling cars								
6. Collisions or by trains thrown from tracks								
7. Struck by engines or cars on highway crossings				9				9
8. Walking, standing, lying, sitting or being on track								
9. Explosions								
10. Striking bridges				20				20
11. Other causes								
Total	1			34			1	34

Charlottetown, P. E. I., May 20, 1909.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

SECOND ANNUAL REPORT.

MONCTON, N.B., May 28, 1909.

To all officers and employees, contributors to the above fund.

GENTLEMEN:

By instructions of the Board, we beg to submit for your information, the following report of the operations of the Provident Fund, for the fiscal year ended March 31, 1909.

The personnel of the board for that year, was as follows—

D. POTTINGER, General manager, Chairman.	}	Appointed by the Minister.
W. A. DUBÊ, Superintendent, Lévis.		
T. C. BURPEE, Engineer of Maintenance, Moncton.	}	Elected by the Employees.
J. W. NAIRN, Engineman, Truro.		
W. MILLEDGE THOMPSON, Conductor, Moncton.		

The board met quarterly during the year, according to the provisions of the rules and regulations.

The following statement will show the number of employees who have been retired since the provident fund went into operation, and also the number retired during the fiscal year ended March 31, 1909, and who have been paid retiring allowances during that year.

The applications of two others were also approved, but as they were not paid anything on account of retiring allowance until after the end of the year, their names have not been included.

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The statement below shows the number of deaths up to the end of the fiscal year, and the number who were on the retired list on the same date:

Number retired to March 31, 1908..	142
Number retired during year ended March 31, 1909, and who were paid allowances during the year..	88
Total number..	230
Number died March 31, 1908..	11
Number died during year ended March 31, 1909..	17
Total..	28
Number on list March 31, 1909..	202

The following is a statement of the receipts and expenditures, during the year ended March 31, 1909:

Credit balance on March 31, 1908..	\$139,249 21
The contributions made by employees during the year amounted to..	\$75,306 41
The contributions made by the Railways during the same period..	75,306 41
Amounts received for refunds, &c..	30 32
	<hr/> 150,643 14
Interest on monthly balances..	5,227 88
Total..	295,120 23

The expenditures were:—

For retiring allowances..	64,067 63
Contributions refunded in the cases of deceased employees.	560 07
Contributions refunded, which were deducted in error..	223 96
Medical examinations, employees entering service.. . . .	843 00
Medical examinations, employees retiring from the service.	78 00
Election Expenses..	312 14
Salaries and travelling expenses, secretary's office.. . . .	2,092 17
Wages and travelling expenses, Board Members.. . . .	54 50
Stationery, printing, &c..	990 45
	<hr/> 69,221 92

Credit Balance, March 31, 1909.. \$225,898 31

It might be stated, in connection with the credit balance, which is above shown, that the amount which will be required to pay retiring allowances for the next year will show a very heavy increase, due to the large number of employees who will probably be retired from the service and placed on the provident fund.

As required by the Act, an election for the two members of the board was held in February, 1909, Messrs. Nairn and Thompson being re-elected for another year.

The personnel of the board for the year ending March, 31, 1910, will therefore be the same as last year, and as is printed above.

D. POTTINGER.

*Member, Government Railways Managing Board.
Chairman.*

W. C. PAVER.

Acting Secretary.

PART IV

REPORT OF THE GOVERNMENT CHIEF ENGINEER
OF THE WESTERN DIVISION OF THE
NATIONAL TRANSCONTINENTAL
RAILWAY

MR. COLLINGWOOD SCHREIBER, C.M.G.

The Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals,
Ottawa, Ont.

OTTAWA, April 7, 1909.

SIR.—I have the honour to submit my annual report upon the progress made with the construction of the western division of the National Transcontinental Railway (Grand Trunk Pacific Railway) up to the close of the fiscal year ended March 31, 1909.

This western division of the road, as is well known is divided into two sections: The one designated 'the Prairie section,' extending from the city of Winnipeg west-erly to Wolf creek, a distance of 915 miles; the other designated 'the Mountain section,' commencing at Wolf creek and terminating at Prince Rupert, on the Prairie coast, a distance of about 836 miles, the whole division being about 1,752 miles in length.

As I have stated on former occasions great care has been taken with the location throughout to obtain the best possible alignment with easy curves and grades.

On the prairie section there are no curves over 3°, except in the city of Edmonton, where on the loop line through the city, there are two curves of 10°, one of 8°, two of 6°05" and one of 5°, and at the point where the railway leaves Winnipeg where there is one curve of 6°. The maximum grade throughout the whole section is $\frac{1}{10}$ of one per cent against the traffic moving east and $\frac{1}{10}$ of one per cent against the west-bound traffic.

On the 'Mountain Section' the maximum curve according to the trial location survey is 6°, the maximum grade against the traffic moving east is $\frac{1}{10}$ of one per cent, excepting one grade of 20 miles in length, which is one per cent, and against the traffic moving west the maximum grade is $\frac{1}{10}$ of one per cent.

These features will place the Transcontinental in a position as regards the cost of transportation, which so far as I am aware, no other railways across the continent enjoy. It was of course, to be borne in mind that against this advantage must be offset to some extent the increase fixed charges entailed.

I may observe, as being a special feature of advantage from the point of view of economical and expeditious operation, that the harbour of Prince Rupert is very extensive and well sheltered, with a depth of water flush up to the docks sufficient to float a man of war, and the anchorage as I learned upon inquiry upon the occasion of my visit to Prince Rupert last summer, is very good.

PRAIRIE SECTION.

Construction.

Out of the total of 915 miles which constitute the Prairie Section, 861 miles are graded and bridged, and the track has been laid for a distance of 697 miles, of which 92 miles have been fully ballasted; 90 miles have had two lifts of ballast put under it, and 414 miles have received one lift of ballast, leaving 101 miles of skeleton track.

So soon as the working season opens I understand the work of track-laying and ballasting will be proceeded with vigorously, and by the time the track reaches the 861st mile (59 miles west of Edmonton), the grading and bridging on the last 55 miles to Wolf creek will be completed; considerable work having already been done upon it, so as to allow the track-laying to proceed without interruption.

There are ties enough in stock to complete the track-laying on this section, but not sufficient rails. However the Grand Trunk Pacific Railway officials inform me

that the balance of rails will come forward promptly upon the opening of lake navigation.

During the season of 1909 the work of ballasting will be proceeded with energetically so as to place the entire 'Prairie Section' in condition for public traffic before its close.

As you have already been informed, the section of the railway extending from Winnipeg to Wainwright, a distance of 667 miles, has been under public traffic since September 21, 1908, by the permission of the Railway Commissioners.

The right of way and station grounds have been inclosed by a fence for a distance of 340 miles, and 9,000 panels of snow fencing has been built.

There are sufficient fence posts in stock for an additional 445 miles.

The telegraph line has been erected from Winnipeg to Battle River bridge, a distance of 675 miles.

The following mentioned buildings and water stations have been erected :—

	Built.	In course of erection.
Station houses..	5	—
Portable station houses..	7	Nil.
Freight-houses..	1	Nil.
Machine shops..	2	Nil.
Water stations..	16	19
Loading platforms..	52	19
Store-houses..	Nil	1
Blacksmith shops..	Nil.	1
Sand houses..	Nil.	5
Section-houses..	33	Nil.
Tool-houses..	34	Nil.
Bunk-houses..	50	Nil.
Engine-houses..	5	Nil.

The culverts, trestle and pile bridges are well designed and substantial structures, built of approved sound timber.

There are nine steel bridges, viz. :—

- 1 over the Assiniboine river at Winnipeg.
- 2 over the Assiniboine river 11 miles east of Portage la Prairie.
- 3 over the Assiniboine river at St. Lazare.
- 4 Overhead crossing of Canadian Pacific Railway at Arrow river.
- 5 over the South Saskatchewan river.
- 6 over the Eagle river.
- 7 over the Battle river.
- 8 over the North Saskatchewan river.
- 9 over the Pembina river.

All but Nos. 1, 6 and 9 are erected. The four most important of these structures are Nos. 5, 7, 8 and 9.

- No. 5 1,501 feet in length and 74 feet in height.
- No. 7 is 2,772 feet in length and 178 feet in height.
- No. 8 is 665 feet in length and 136 feet in height.
- No. 9 is 820 feet in length and 200 feet in height.

The substructure of this last named bridge will very shortly be completed. The cost of these four steel bridges will amount to over \$1,750,000.

It may interest you to learn that the work involved in the grading of the road will exceed 27,000 cubic yards to the mile of which over 15 per cent is loose and solid rock.

The slipping of the hill sides at Miniota and along the Qu'Appelle valley, as well as on the hill side at Wabamun lake, where the railway is built on the sidelong ground, have given considerable trouble by causing movement of the railway embank-

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ment and the crushing of some culverts, entailing considerable expense in maintaining them. However, by the adoption of under-drainage and other methods it is expected that the movement of these side hills will be stopped.

If the expressed expectations of the officials of the Grand Trunk Pacific Railway Company are realized, the construction of the 'Prairie Section' will be completed this year.

The expenditure on this section up to March 31, 1909,	
for material delivered and works executed is...	\$25,814,377 93
Net interest on bonds...	1,099,556 66
	<hr/>
Total...	\$26,913,934 59

The estimated cost of the 'Prairie Section' including interest on bonds, is placed at \$33,007,449.

It will be observed that the cost of construction far exceeds the original estimate of cost made before the contract was entered into. This is very largely due to the weight of rail used being 80 lbs. to the yard instead of 65 lbs. to the yard, a difference of 23 tons per mile, also to the increased cost of steel rails. The market price in the year 1903 being \$25.25 per gross ton, whereas, in the years 1906-7 the price including duty had increased to \$36.59 per gross ton, there being no duty on steel rails in 1903. The price of ties also advanced in price from about \$0.25 and \$0.30 each in 1903 to \$0.50, \$0.60 and \$0.75 in 1906 and 1907. Timber also rose in price from \$30 and \$32 per m. ft. B.M. in 1903 to \$35 and \$40 per m. ft. B.M. in 1906, and 1907. Wages of ordinary labour in the west were \$1.25, \$1.50 to \$1.75 per day in 1903, whereas the wages had increased to \$2, \$2.25 and \$2.50 per day in 1906 and 1907, and even at that rate of wage, a sufficient force could not be obtained to carry on the work as rapidly as was desired.

I think that upon investigation you will find these statements as regards the advance of prices since the estimate was made in the year 1903 can be fully verified.

MOUNTAIN SECTION

When I submitted my last annual report, the Grand Trunk Pacific Railway Company had filed plans and profiles of final revised location for 230 miles from Wolf creek westerly, and for 100 miles from Prince Rupert easterly, leaving a gap of 506 miles for which the plans and profiles of final revision had not been received. I therefore, when called upon during the fiscal year just closed to give an estimate of cost of this section, had but very meagre information before me upon which to base an estimate. I, however, did the best I could with the plans and profiles of the 310 miles of revised location before me together with the information given by the trial location survey of the balance of the distance 506 miles, estimating the cost of construction, including \$5,336,000 of interest on bonds at \$67,056,000 which I think should cover the cost. No further plans and profiles of location have been submitted for approval up to March 31, 1909.

Messrs. Foley, Welsh & Stewart have the contract to build the first 100 miles from Prince Rupert easterly. The contract dated March 19, 1908, calls for the completion of this work next autumn.

They have executed within the last twelve months the following:—

Earth excavation...	cubic yards.	135,094
Loose rock excavation...	"	193,102
Solid rock...	"	1,056,794
Timber in culverts...	lineal feet.	74,579
Timber in protection cribs...	"	74,000
Stone filling in protection cribs...	cubic yards.	4,680

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In addition to the above the Grand Trunk Pacific Railway Company have built a large wharf and warehouse at Prince Rupert.

The expenditure on the mountain section up to March 31, 1909, amounts to \$3,768,825.90.

I may observe that on the western division the government have four inspecting engineers overseeing the work.

Mr. G. L. Law is located in Winnipeg, prairie section.

Mr. Martin Murphy is located at Edmonton, prairie section.

Mr. E. H. Pierce is located at Port Essington, mountain section.

Mr. Arthur L. Ford is located at Prince Rupert, mountain section.

Until the autumn of 1908, Mr. William McCarthy, a very industrious and trustworthy engineer was located at Prince Rupert, but owing to a very serious illness he had to retire from the service, and Mr. Ford, who was located at Winnipeg was transferred to Prince Rupert, and Mr. Law appointed to the vacancy at Winnipeg. They all appear to be men of ability and probity, showing great interest in their work, and being sedulous in the discharge of their duty.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) COLLINGWOOD SCHREIBER,

General Consulting Engineer to the Government

and Chief Engineer of Western Division of N.T.Ry.

PART V

PROGRESS REPORT

ON

HUDSON BAY RAILWAY SURVEYS

BY

MR. JOHN ARMSTRONG

CHIEF ENGINEER

HUDSON BAY RAILWAY SURVEYS.

ENGINEER'S OFFICE.

WINNIPEG, MAN., February 15, 1909.

M. J. BUTLER, Esq.,

Deputy Minister, Department of Railways and Canals,
Ottawa.

DEAR SIR,—Hereto attached, I beg to furnish a progress report of the work accomplished to date February 1, on the Hudson Bay Railway Surveys, which have been carried out under my charge in accordance with your letter of general instructions, dated July 10, 1908.

The estimate I have made of the cost is for a road of such a standard as will serve to satisfactorily handle the traffic to the bay for a period of from seven to ten years, by which time the usefulness of the Hudson Bay route as a means of access to European ports will have been fully tested.

Until the success of the route has been proven it would probably be unwise to build an expensive line to the bay, and in accordance with this view a cheaper standard of road has been estimated for than would otherwise be adopted.

Sixty-pound rails should give good service for their probable life, as should also wooden culverts and trestles. If the route should prove successful, these rails and wooden structures can then be replaced by heavier rails, concrete culverts and steel bridges, and the road brought up to the necessary standard to carry the traffic then offering, even if the sea route is not found successful, the road can be then permanently laid out to take care of the local traffic which may have been developed along the line and in the bay itself.

The surveys are not yet completed, the estimates being based upon reports of some 320 miles of line run out of an estimated total distance of 465 miles from The Pas to Churchill. In addition to these, there are reports from the engineers, in regard of exploration work covering about 400 miles. These plans and profiles are not continuous, but are from different parties located on different sections between The Pas and Churchill, thus giving a sample of the character of the work over the whole line.

The only item which may require revision on receiving the results of the completed surveys will be grading. Such items as track, stations, water tanks, &c., will not be materially affected.

The remarks made upon harbours are not based on our own surveys, but are taken from various reports issued by the Department of the Interior, and on information supplied by Hudson Bay Company officers.

No attempt has been made to closely estimate the probable cost of the necessary terminal improvements at the Hudson Bay port. Probably five or six million dollars would cover the primary improvements necessary at Churchill, extensions being made, from time to time, as the needs of traffic warrant, making a total of \$17,000,000 or \$18,000,000 for the initial cost of a railway from The Pas to Fort Churchill with a sufficient provision of terminal facilities to handle the traffic for the first few years.

It is not likely that the gross sum required for the line to Nelson would differ greatly from that required for the Churchill line, as the probable greater cost of improving Port Nelson would be counterbalanced by the smaller sum required for the railway construction.

The latest reports from the engineers in the field, dated January 15, 1909, indicate very satisfactory progress under somewhat trying circumstances, the temperature ranging from thirty to fifty below zero, and somewhat interfering with the progress

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of the work. However, unless some more serious obstacle arises, there should be a through line of location from The Pas to Churchill between March 1 and 15th next. In addition to this, information will be available as to the possibility of avoiding some of the heavier work encountered on the line run.

The health of the parties has been generally good, a few light frost bites and some slight axe wounds being the most serious mishaps reported to date.

Yours truly,

JOHN ARMSTRONG,
Chief Engineer.

PROGRESS REPORT.

Timber.—The first forty miles northward from The Pas has not much timber along the line surveyed, but a considerable amount along the shores of Cormorant lake on the west, and Moose lake on the east will be tributary to the line. From Moose lake north, and down the valley of the Mitishto river to Setting lake some considerable areas of very fine white spruce are passed through. Down the Grass river, especially near the northern end, some especially fine timber is met with. Some more scattered areas of fair timber are found between Split lake and the mouth of the Little Churchill.

A rough estimate of the timber actually encountered places the amount at 250 to 300 million feet of logs. An exploration further up the streams away from the proposed railway route would probably increase this estimate considerably. In addition to this timber, there is also a large quantity of pulpwood and tie timber. Along the streams, plenty of timber suitable for ties has been found almost to Churchill. Down the Nelson river from Split lake the timber covers the whole country all the way down to Port Nelson.

The last hundred miles towards Churchill is practically an open barren, possessing neither timber or soil, and is probably frozen within a few inches of the surface all the year around.

Agricultural Lands.—Considerable areas of good lands are met with along the Mitishto and Grass rivers as far north as Split lake, and from that point northeasterly along both sides of the Nelson river to Port Nelson.

North of Split lake towards Fort Churchill land suitable for agriculture does not occur, except in a few very small detached pieces along the shores of streams and lakes. None of these lands are likely to attract much settlement in the near future, as they are thickly covered with timber and mostly all requiring more or less draining.

Minerals.—From The Pas northward, for the first forty or fifty miles good limestone suitable for quarrying can be found at many points, and would probably be the source of supply for the province of Saskatchewan, and would undoubtedly furnish considerable revenue to the railway.

Northward from this, the rock is usually Huronian, and although no deposits of value have been found, highly mineralized specimens have been picked up at many points. If the country is opened up by a railway and made accessible to professional prospectors minerals of value may be found.

On the east coast of Hudson Bay Dr. Robert Bell discovered good anthracite coal on Long island, and bituminous coal has been discovered at Mansfield island at the western entrance to Hudson Strait. The extent of these coal deposits has not yet been determined.

Fish and Game.—All the lakes throughout the country abound in fish, the principal one being the whitefish. The Hudson Bay cod, sea bass and salmon have been found, but have not been fished enough to determine to what extent they exist. Whaling and seal fishing are carried on largely in the waters of the bay.

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All kinds of fur-bearing animals are found throughout the country. Moose are found plentifully between The Pas and Split lake and the barren land cariboo are plentiful during the winter south of Churchill.

Streams and Waterways.—The whole country south of Split lake is full of rivers and lakes, giving good communication with the railway line for the carrying on of lumbering and other industries which may be established in the future.

Water-power is abundant on all the streams: many affording opportunities for development at a minimum cost. North of Split lake the streams of chief importance to the railway are the Little Churchill river, and further north the Deer river. Neither of these is a large stream but they furnish convenient canoe or boat routes for the transportation of supplies.

The Churchill river, although a very large river, is not very useful as a transport route, except for a short distance near the mouth. The current is very strong, and the river is full of rapids and falls. It is very seldom travelled, even down stream. Probably great power might be developed from it, if required. If the electrification of the railway line were ever taken up, the Churchill would be a convenient and cheap source of power for the northern division.

The Nelson river may be described as one of the great rivers of the world in regard of the volume of water discharged into the sea. Its length from Lake Winnipeg to the sea at Port Nelson is approximately four hundred miles. From the west it drains its waters from the summit of the Rocky mountains through the north and south Saskatchewan rivers and their branches. All the waters of the province of Manitoba are discharged through it, and it also drains an immense area of North Dakota, Minnesota and western Ontario through the Red river and the Winnipeg river, reaching almost to Lake Superior, through the Lake of the Woods and Rainy river. Its discharge has been roughly estimated by Dr. Bell as about five times that of the Ottawa river at the Chaudière Falls at Ottawa.

Dr. Bell in his examination of the river took many soundings of the river, and found from twenty to sixty feet of water over a great portion of the way; the current in much of the length of the river not exceeding two to three miles per hour. Of course these soundings are not continuous, but serve to show that the river is generally deep. Lake Winnipeg furnishes an extension of this water route to within twenty-five miles of Winnipeg city. From the information obtainable, it would seem that a canal might be built along the Nelson river which would enable ocean-going vessels to enter Lake Winnipeg, where a good channel the minimum depth of which is 33 feet already exists extending to the south end of the lake. It can readily be seen the immense advantage that the western provinces and states would gain if ocean cargoes could be loaded at Winnipeg and taken through unbroken to Liverpool and other European ports. A comparison with some of the Georgian Bay canal points will prove interesting.

From Georgian bay to the summit, the rise is about 100 feet, and from the summit to Montreal harbour the fall is about 660 feet, or a total waterfall to be overcome of 760 feet in about 440 miles.

The fall from Lake Winnipeg to Hudson bay is about 710 feet in 400 miles. The Georgian Bay canal passes over a summit probably necessitating the construction of extensive storage works, while the Nelson River canal would have the full flow of the Nelson river, five times that of the Ottawa river at Chaudière falls, from Lake Winnipeg to Hudson bay. No information is at hand from which to estimate the probable number of locks required to overcome the rapids and falls on the river. Dr. Bell estimates 250 feet as the amount of fall to be overcome by locks, but for large sized vessels probably there would be more.

The amount of power which is available for development along the Nelson river is enormous, and places the Hudson Bay Railway in a very favourable position to use electricity for the operation of its trains.

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Churchill Harbour.—No examination of this harbour has yet been made by any of our engineers, but a great deal of information has been gained from reports of Hudson Bay Company officers, and from reports of different departments of the government.

At the present time it seems to be the best natural harbour on the west coast of Hudson bay, but an examination of the chart of the harbour (Plan No. 3) shows that the area in which a ship drawing 20 feet of water could anchor is comparatively small, and if the Hudson bay route proves a success, a great deal of excavating and filling will be required before a successful commercial port is made of it. Most of the portion to be dredged is at present under from one to two fathoms of water at low tide, leaving an average depth to be dredged of at least 20 feet. On the plan, rock is shown along both shores, indicating the possibility of striking solid rock excavation before the proper depth is obtained in the harbour. As this is a very expensive operation, borings will have to be taken before a reliable estimate can be made as to the probable cost of converting Churchill into a feasible commercial port. As the shallows in the harbour have undoubtedly been caused by silt carried down by the Churchill river, whatever basin is excavated will probably require continuous dredging afterwards to preserve the proper depth of water in the harbour.

The following table showing the opening and closing of navigation at Churchill is by Mr. J. B. Tyrrell, and published by the geological department in 1897. It was compiled by Mr. Tyrrell from an inspection of the Hudson Bay Company's records kept between 1824 and 1894.

—	Open.	Closed.	Length of open Season.
Average	June 19	Nov. 18	5 months.
Earliest	June 5, 1863	Nov. 1, 1837	
Latest	July 2, 1866	Dec. 4, 1861 and 1885	
Longest season			5 months 18 days, 1846.
Shortest season			4 months 8 days, 1838.

Port Nelson.—This harbour lies at the mouth of the Nelson river, but will require further surveys to definitely determine its value as a port for the Hudson Bay route. From the information at hand it would appear as though a channel some ten miles in length approaching the harbour will require more or less improvement. The surface indications in the neighbourhood suggest the probability that whatever dredging and excavation may be required will be in easy material, and may be done at a minimum cost for that class of work.

The only map or chart yet obtained (Plan No. 4) shows from four to five fathoms of water to within about ten miles of the head of tide water. Dr. Bell in his report, published in The Report of Progress of the Geological Survey, 1877-78, states that he found an average of from two to three fathoms of water at low tide in this portion.

The following table shows the opening and closing dates of the harbour at York Factory, some twenty miles from Port Nelson.

This table is compiled from the records of the Hudson Bay Company, kept between 1828 and 1879, and published by Dr. Bell in his report of 1879-80.

—	Open.	Closed.	Length of Season.
Average	May 19	Nov. 20	6 months.
Earliest	May 7, 1846	Nov. 3, 1878	
Latest	June 1, 1828	Dec. 9, 1851	
Longest			6 months and 18 days, 1846.
Shortest			5 months and 13 days, 1853.

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No accurate record has been kept of the opening and closing of the harbour at Port Nelson, but the season is usually estimated by Hudson Bay Company officers, and others qualified to judge, as being about one month longer than York, or about seven months in the year.

The harbour never freezes completely over, but more or less ice always drifts up and down with the tides.

A comparison with the Churchill dates shows that the shortest season at York is within a few days of the longest at Churchill, and the average a full month longer, with the probability of nearly two months in favour of Port Nelson.

The following would appear to be the chief points favouring the selection of Port Nelson as the Hudson bay terminus of the road.

(1) From one to two months longer open season of navigation.

(2) A better situation in case the Hudson Bay route proves so successful as to warrant the construction of a canal from Lake Winnipeg down the Nelson river to Hudson Bay.

(3) Saving in railway distance of from sixty to seventy miles of line, as well as a less average cost per mile for the line to be built than for the line to Churchill.

The chief drawback to the selection of Port Nelson appears to be the approach to the harbour from the sea. The conditions there seem to point to the necessity of constructing a channel some ten miles in length from the harbour to the open sea, but, so far, the evidence obtained does not indicate that this is such a serious problem as to warrant the selection of Churchill without further examination of both harbours.

The chief point in favour of Churchill appears to be its present easy entrance from the sea, and a well sheltered anchorage when inside, but when the construction of docks and other works necessary to make it a first class shipping port are considered, its advantage in this respect does not seem sufficient to counterbalance the more favourable conditions obtained at Port Nelson.

RAILWAY LINE TO CHURCHILL.

The railway line from The Pas to Fort Churchill may be divided into three sections, each section requiring a characteristic class of work for that division.

The first division of approximately 150 miles, extending from The Pas to the neighbourhood of the south end of Setting lake is the lightest division of the three, the line run passing over a gently undulating or flat country. A large percentage of the line will be a light bank, made mostly from side borrow. In the first 60 miles, considerable quantities of muskeg or swamp are met with, but none are very deep, and present no difficulty to railway construction.

The balance of the line down the Mitishito river is largely in clay loam, and should be very cheaply executed. There will be very little, or no, solid rock excavation required, and probably not a large percentage of loose rock. Quite a number of culverts will be required, and a few pile trestles. The clearing and grubbing on this section will likely be the heaviest on the line.

The second section, extending about from the south end of the Setting lake to the summit between the waters of the Nelson river and those of the Churchill, some 175 miles, would require more expensive construction, considerable solid rock being met with at various points, especially along the Odei river and the Burntwood river. The country is more broken up than on section one, and will require the moving of a much greater quantity of material to form the road bed. The other items of construction, such as clearing, waterways, &c., will be comparatively light.

Explorations are being undertaken along the eastern side of Setting lake and the Grass river. The information so far obtained indicates the probability of greatly reducing the cost of this section, and at the same time not greatly increasing the

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length of the line, by keeping east of this lake and river; thereby avoiding much of the rock encountered in following the west side.

Section three, extending from about the 325th mile to Churchill, about 140 miles, presents the greatest difficulties in the way of making an estimate of the cost of the road bed. A great many muskegs are met with. The upper 100 miles towards Churchill, especially, is almost entirely over a sort of mossy tundra, and according to the best information obtainable seems likely to be perpetually frozen to within a few inches of the surface. This may be partially overcome by following the ridges and streams, but to what extent has not yet been definitely decided. Owing to the lack of definite information as to the cost of handling such frozen material, the final cost of constructing the road over this portion of the country may be found to vary from the estimate more than usually is the case. With the exception of this frozen material there are no other serious problems on this section.

The grades adopted throughout have been $\frac{1}{10}$ of one per cent east on north bound and $\frac{1}{10}$ of one per cent south bound. No difficult or particularly heavy work has been encountered which could have been materially lessened by the use of heavier gradients.

In fact, it seems probable that the south bound grade might be reduced to $\frac{5}{10}$, without greatly reducing the cost.

In the estimate attached, the price of 55 cents per cubic yard for grading has been arrived at by taking the quantities and classification of material as estimated by the engineers in charge of the different parties. The prices used were as follows:—

Solid rock, \$1.50 per cubic yard; loose rock, 60 cents, and common excavation, 25 cents. The use of these prices gave an average of 55 cents per cubic yard for all the materials required to be moved in the construction of the road bed, including side tracks, terminal tracks, and drainage ditches.

The northern hundred miles towards Churchill, being mostly over an open barren, more or less trouble with snow may be expected.

RAILWAY LINE TO PORT NELSON.

The work done to date on this line consists of about 100 to 120 miles of line run from The Pas to the point where the line diverges from the Churchill line. The crossing of the Nelson river has been fixed upon, and the country between this crossing and the junction with the Churchill line has been examined. From the Nelson river crossing to Port Nelson the country is under examination at the present time, but a great deal of information has been gained from reports published by the Geological Surveys, and if their reports of this part of the country are as accurate as they have been found in other districts, it is not likely the estimate furnished here will need any great revision. On this line we do not strike the frozen tundra to any great extent; such stretches as are met with being short detached pieces, resembling more the spruce swamps found in Manitoba. Very little rock work will be required on this line anywhere.

This line being entirely in bush country will not have the same snow problem to contend with as is met on the northern hundred miles of the Churchill line.

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ESTIMATED COST OF CONSTRUCTION, THE PAS TO FORT CHURCHILL.

Estimated distance, 465 miles.

Description of Work.	Measure.	Quantity.	Rate.		Amount.
			§	cts.	
Clearing.....	Acres	7,200	40	00	288,000
Grubbing.....	"	600	100	00	60,000
Grading.....	Cu. yds.	8,370,000	0	55	4,603,500
Piling.....	Lin. ft.	180,000	0	40	72,000
Timber in trestles and bridges.....	Ft. b. m.	6,563,000	45	00	295,335
Timber in culverts.....	"	5,700,000	40	00	228,000
Iron in culverts and trestles.....	Lbs.	725,000	0	05	36,250
Ties.....	Each.	1,650,000	0	40	660,000
Ballasting.....	Cu. yds.	1,000,000	0	40	400,000
Steel rails (laid).....	Tons.	52,000	45	00	2,340,000
Angle bars and bolts.....	"	5,000	50	00	250,000
Track spikes.....	Lbs.	3,300,000	0	04	132,000
Telegraph lines.....	Miles	465	300	00	139,500
Stations, section houses, &c.....	"	31	4,000	00	124,000
Water tanks (complete).....	"	31	5,000	09	155,000
Roundhouses and terminal buildings.....	"	5			300,000
Saskatchewan river crossing.....	"				275,000
Engineering and administration.....	"				1,250,000
Total.....					11,608,585

ESTIMATED COST OF CONSTRUCTION, THE PAS TO PORT NELSON.

Estimated distance, 397 miles.

Description of Work.	Measure.	Quantity.	Rate.		Amount.
			§	cts.	
Clearing.....	Acres	7,200	40	00	288,000
Grubbing.....	"	600	100	00	60,000
Grading.....	Cu. yds.	6,000,000	0	40	2,400,000
Piling.....	Lin. ft.	220,000	0	40	88,000
Timber in trestles and bridges.....	Ft. b. m.	4,500,000	45	00	202,500
Timber in culverts.....	"	7,000,000	40	00	280,000
Iron in culverts and trestles.....	Lbs.	675,000	0	05	33,750
Ties.....	Each.	1,350,000	0	40	540,000
Ballasting.....	Cu. yds.	900,000	0	40	360,000
Steel rails (laid).....	Tons.	43,000	45	00	1,935,000
Angle bars and bolts.....	"	4,100	50	00	205,000
Track spikes.....	Lbs.	2,700,000	0	04	108,000
Telegraph lines.....	Miles	397	300	00	119,100
Stations, section houses, &c.....	"	27	4,000	00	108,000
Water tanks (complete).....	"	27	5,000	00	135,000
Roundhouses and terminal buildings.....	"	4			240,000
Saskatchewan river crossing.....	"				275,000
Nelson river crossing.....	"				300,000
Engineering and administration.....	"				1,000,000
Total.....					8,677,350

PART VI

REPORTS OF CANAL SUPERINTENDING ENGINEERS
AND OTHERS FOR THE YEAR 1908-09

1. E. Marceau, Superintending Engineer, Quebec Canals.
2. L. N. Rheaume, St. Lawrence Canals.
3. W. A. Stewart, Superintendent of Operation, St. Lawrence Canals.
4. J. L. Weller, Superintending Engineer, Welland Canal.
5. F. B. Fripp, Engineer in Charge, Sault Ste. Marie Canal.
6. J. W. LeB. Ross, Superintending Engineer, Sault Ste. Marie Canal.
7. A. J. Grant, Superintending Engineer, Trent Canal.
8. A. T. Phillips, Superintending Engineer, Rideau Canal.
9. J. H. Devereaux, Lock Master, St. Peters Canal.
10. J. H. McClellan, Superintendent, Trent Canal.
11. E. J. Walsh, Trent Canal Surveys.

QUEBEC CANALS.

SUPERINTENDING ENGINEER'S OFFICE,

MONTREAL June 7, 1909.

SIR,—I have the honour to submit herewith my annual report on the works under my charge for the fiscal year ended March 31, 1909.

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 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 have much pleasure in stating that the only interruption to navigation on the canals of this division was one of 24 hours duration on the Soulanges canal, by the steamer *Bronson* colliding with the St. Antoine bridge and throwing it off its pivot, on June 16, 1908.

The necessary repairs were done by the Phoenix Bridge and Iron Works, of Montreal.

CANAL STORES.

The controller of the canal stores reports that the various officials in charge of the stores on the canals of this division have not yet brought themselves to fully understand the keeping of the books supplied for their work, although there is a material progress in this direction. As a matter of fact, I do not expect that we will reach perfection here before another year or so. but, even at this date the controlling of expenditure is already very much better than it was a couple of years ago.

LACHINE CANAL.

REPAIRS AND RENEWALS.

Length $8\frac{1}{2}$ miles, 5 locks 270 x 45 feet, 14 feet of water on sills, old locks 200 x 45 feet, total rise 45 feet, still available with 9 feet of water on sills.

A considerable amount of work was done here in the shape of general repairs. The chief items of work being as follows :—

Lock Gates.—Building one pair of gates for lock No. 5 and putting it in position.

Swing Bridges.—Scraping some portions of the steel work and giving it a coat of paint where necessary. Raising Wellington bridge, renewing three sections of the reinforced steel rack, putting in 5-inch vertical steel shaft, gear and pinion. The bridge is now being operated with ease.

Stationery Bridges.—A new steel bridge, 90 feet long, was built out of the scraps from the old composite canal bridges. It will soon be put in position in place of the old wooden bridge over the supply weir at Lachine.

Wharfs.—The wharfs at the Montreal Warehousing Company and at the Sugar Refining Co., were pretty extensively repaired, some of the stringers and the planking being renewed.

Cast-iron Mooring Posts.—Over 100 cast-iron mooring posts, set in concrete were placed in the following position : 12 on the north side of north basin No. 1, 10 on the

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south side of the same basin, 2 on the south side of north basin No. 1, 12 around old lock No. 3, 12 around old lock No. 4, 50 on the north and south banks between Brewster's bridge and the Imperial Oil Company's works at Côte St. Paul and 6 on the north bank below lock No. 4.

Concrete and Masonry Work.—The south lock wall above the upper gate of new lock No. 3, was raised a couple of feet with concrete faced with heavy steel plate, and lock No. 4 was treated in the same manner.

The cribwork pier on the south side of old lock No. 4 was underpinned with concrete so as to stop the scouring that has been going on there for years. The bottom of the canal immediately below old lock No. 4 and the bottom of the weir tail race at the same point were extended some distance to prevent the undermining of the banks and piers.

Buildings.—A new machine shop 100 x 40 feet, was partly constructed in the Mill street yard, the foundations for the walls and concrete beds for machine tools being laid by our own staff last fall. The steel structure was supplied and erected under contract, by the Phœnix Bridge and Iron Works of Montreal. The building will be completed in the near future.

An extension, 120 feet in length, was built at the south end of carpenters' shop, on the west side of the government dry dock. Most of the material used therein was taken out of the old shed which stood on the site of the new machine shop. The canal saw-mill will soon be installed in this extension.

River St. Pierre.—As the district through which this stream flows becomes more densely populated, the keeping clear of the river bed and of the culvert which takes it under the canal becomes more onerous. Last season the removal of weeds and refuse of all kinds had to be done three times over. The time is fast approaching when a regular sewer must be provided for this district.

Roads and sidewalks.—The maintenance of the various roads and sidewalks connected with the canal, entails a considerable yearly expenditure. During the last season of navigation, the macadamized portions of the roads were scraped and metal added where necessary and all the wooden sidewalks kept in good repair. During the winter snow and ice were removed from and ashes spread over the latter, as often as required.

Fences.—A new permanent iron tube fence with posts bedded in concrete was built along the raceway at weir No. 1.

Electrical service.—Our two power-houses were kept in a good state of repair throughout the year. Now that they are kept going night and day, it has been necessary to increase the staff at both points.

As suggested some time ago it seems advisable to completely re-arrange the present system by discarding the power house at Mill street, which is a rather antiquated one and by extending the present building at Côte St. Paul, so as to operate the whole canal from the latter point. The electrical engineer of the department, Mr. John Murphy, is to take up this matter shortly, and I am putting in an amount in the estimates for 1910-11 for the above purpose.

A single power-house would cost considerably less to operate than the two present ones.

The lock gates on this canal are now being electrically operated. The necessary machinery was built during the winter months, under the direction of the overseer of the canal and most of it was installed before the opening of navigation. It is working very satisfactorily and Mr. D. O'Brien deserves credit for it.

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CAPITAL.

Slope walls.—The facing of the slope walls with concrete as described in my last annual report, was continued by Messrs. Haney, Quinlan and Robertson last summer and fall, the whole of the south side being completed about the end of August.

Some bad leaks on the north side were attended to during September, October and the early part of November, 1908. During the latter period some 6,000 lineal feet of facing were laid and there still remains about 4,000 feet to be done to complete the north side. The work so far done has almost entirely stopped the leaks as expected, in the section covered.

Widening and wharf accommodation at St. Henri and Côte St. Paul.—The contract for this work was awarded to the Canadian General Development Company Limited, in October, 1908. No work had yet been done by the contractors at the close of the last fiscal year.

Testing cement.—Regular and continuous testing of various brands of cement purchased for the canals of this division was carried on throughout the year. Complete and systematical records of such testing are kept in the laboratory.

INCOME.

Rebuilding north wall, Basin No. 2 and walls of side Basins No. 1 and 2.—The greater portion of this work was done in the spring of 1908. The wharfs along the north side of the canal from McGill street to Colborne street have been paved with granite and scoria blocks, except the section between Black's bridge and the south end of Colborne street, where vitrified bricks were used.

The walls or the portion of them now completed have been underpinned with concrete, so as to allow of the deepening of the basins to 23 or 24 feet. When the side basins are finished the section of the canal between lock No. 1 and Wellington Basin will be completed in a permanent manner.

This work, which is being done under contract by Messrs. Quinlan & Robertson, together with all capital and income work on the Lachine canal, is under the immediate care of Mr. R. H. Lordly, C.E.

DREDGING.

During the months of May and June and up to July 16, the dredging fleet was engaged at various points in the Lachine canal, especially above Black's bridge, in Basin No. 2, at Côte St. Paul and in the upper entrance, removing obstructions, cleaning the canal prism and the side basins off the north side of basin No. 2. The material dredged out of the upper entrance was used in strengthening the upper section of the long river pier, which is giving signs of weakening and which will have to be extensively repaired in the near future. In my opinion the dry walls on both faces of this pier should be replaced or faced with concrete, so as to be made permanent and strong enough to resist the ice shoves in the spring.

The total quantity of material dredged out of the Lachine canal during the period above mentioned was about 9,400 cubic yards.

About the middle of July, the dredging fleet was taken up to Carillon and during the two following months was engaged removing from the upper entrance, a quantity of loose and solid rock amounting to 5,100 cubic yards.

In the month of October and the first part of November dredging was done at the east end of the lower entrance, in the channel near the public wharf and at the south or Ile Perrot and of the south channel, the quantity of material solid rock and boulders removed being 7,550 cubic yards.

On November 18 the fleet left for Montreal and went into winter quarters a few days later.

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REPAIRS TO VESSELS.

A considerable amount of repair was done last year towards the maintenance of the dredging fleet. Dredge No. 2 is now a pretty old vessel and both its hull and machinery had to be completely overhauled during last winter.

Derrick No. 2 and the steam tug *Frank Perew* also received a good deal of attention.

In addition to these vessels, all our dumping and flat scows were kept in good order and made ready for the coming season's work.

QUEBEC CANALS SURVEYS.

Two parties were out in the field during last season, one on the Soulanges canal and the other on the Chambly canal and St. Ours lock.

The section surveyed by the Soulanges party covered a distance of six miles, from Côteau Landing to St. Dominique bridge. It embraces the whole strip of land between the Grand Trunk Railway tracks and the St. Lawrence river and determines the exact positions of all the canal ditches, roads, &c.

At Chambly the work done was intended to secure the necessary data for the proposed widening and deepening of the lower section of the canal and the construction of new locks and weirs.

The survey made at St. Ours had for its object the making of an accurate plan of the present works and also the procuring of the necessary data for the building of a new lock.

In addition to the above a number of minor surveys were made in connection with leases, claims, &c.

QUEBEC CANALS.

Equipment.—During the last fiscal year the following machines were purchased for these canals: One 8 ton steam roller, one stone crusher and one concrete mixer. They are to be used on any of the Quebec canals, as required.

The income and capital work on the Soulanges, Beauharnois, Chambly, St. Ours, Ste. Anne, Carillon and Grenville canals, is under the immediate supervision of Mr. L. S. Pariseau, C.E.

BEAUHARNOIS CANAL.

Ste. Barbe Dyke.—Considerable damage having been done to the lands south of this dyke, by the unusually high water of 1908, it was decided to raise the dyke about 18 inches, in order to guard against such damage in future. The work thus done extends on a length of 13,000 feet. It had to be done for a great part while the flood was at its highest, the balance being executed during last winter.

Its result was quite satisfactory. This spring although the lake waters very nearly reached the level of last year's not a drop of water went over the raised dyke.

This dyke originally stood about 200 feet from the shore line, but owing to the prolonged action of the waves on the soft ground, the protecting strip became so much reduced in width that it had to be protected itself by a chain of boulders built some distance into the lake. Some 4,250 feet of this protection wall was built last year, the stone being purchased under tender from farmers in the neighbourhood and laid by our staff.

Hungry Bay Dyke.—The unusual flood of the spring of 1908 seriously endangered this dyke, the waters of Lake St. Francis ran over it in many places and overflowed a considerable area of land in the parishes of St. Stanislas and Ste. Cécile. A large gang of men had to be employed to temporarily repair the breaks in April and May, 1908, but the permanent protection work could only be commenced in December last.

This protection work consists at certain points of cribwork with boulders carefully laid by hand on top forming a rough but heavy wall. Where the water was

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shallow, the cribwork was dispensed with, the stone being laid directly on the bottom of the lake.

The cribwork with the stone on top was built under contract by Messrs. Cossette & Clermont, the balance of the work being done by days labour.

The protecting of both dykes will be continued during the fiscal year 1909-10.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet; 15 feet of water on sills; total rise 84 feet.

REPAIRS AND RENEWALS

Locks.—The placing of the Manny's patented protection beams on the lock gates here, was completed during last season and some alterations and improvements made.

The gate and valve operating machinery was overhauled and extensively repaired during the spring and summer of 1908.

Bridges.—The approaches to the new bridge built last year, on the highway over Clement's Gully, were raised and graded by our men, the clay used being taken from the hills at the north end, so as to make the grade easier. The roadway was then macadamized.

Slope lining.—The renewing of the slope lining of the slopes has been continued throughout the summer, 7,000 cubic yards of sandstone from the canal quarry being used covering a distance of 15,200 feet.

Fences.—The wire fences on both sides of the canal reserve from St. Dominique bridge to Côteau Landing, were thoroughly repaired during last summer, and the iron pipe fences around the lock and weir at the latter point were taken up, the concrete base of the posts reinforced and the fences re-set. They are now permanent.

Painting.—The lock gates, the lock houses, the swing bridges at lock No. 3 and at Côteau Landing, as well as the statistical officer's office at that point, the power house and the shed at the overseer's house, were painted last summer.

Waling Pieces.—The timber waling placed along the walls in both entrances to the canal were in great need of repair, 2,500 feet of it was renewed at low water. The work will proceed during the coming summer.

CAPITAL.

Equipment.—The workshops were provided last year with 2 5-horse-power electrical motors with the necessary transformers.

Shed for Timber and Lumber.—This shed 100 x 36 feet and 17 feet high, is built of solid brick on concrete foundations with pointed roof covered with galvanized sheet iron. It is very much in keeping with the other buildings, shops, stores, &c., of the canal.

The same must be said of the extension built on the north side of the machine shop and which is now being used as a blacksmith's shop. The two buildings were erected, under contract, by Mr. Theo. Belanger.

Cast iron Mooring Posts.—32 new posts were placed along the north bank of the canal at various points.

INCOME.

Steps to Shops.—A handrail supported by cast iron posts has been set along the long concrete steps leading down from the canal bank to the workshops.

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Gate Lifter.—A gate lifting seow built of steel, 55 feet x 30 feet x 6 feet. The hull is divided into water-tight compartments and the machinery on it is devised to lift 60 tons with safety. The hull was built by Messrs. Beauchemin & Co., of Sorel, the cranes by the Phoenix Bridge & Iron Works, of Montreal and the gear by the Hall Engineering Works, of Montreal.

Cast-iron mooring posts.—A large number of these posts had been displaced and some even turned over by vessel lines, the concrete blocks in which they were set being too light, 38 of them were raised and reset in much heavier concrete bases.

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 main items of work performed under the above heading during the fiscal year just closed, were as follows:—

Canal banks.—A considerable quantity of dredged material taken out of the canal prism and basins was used in widening or raising some portions of the banks, especially in the vicinity of bridge No. 1.

Locks.—One new pair of gates was placed on lock No. 1, at St. John. All the gates were painted and joints pointed where necessary.

Waste weirs.—The two waste weirs in basins Nos. 4 and 5 respectively, which were under way at the close of 1907-8, were completed during the year. They are built of concrete and will now be permanent.

Bridges.—Besides painting all the wooden bridges on the line, the rest abutment of bridge No. 7, was taken down and rebuilt of concrete.

Wharfs.—The wharf north of bridge No. 8, on the west side of the canal, which was of timber, was renewed with concrete and the renewing in the same manner of the wharf in basin No. 6 was commenced, a length of about 100 feet having been completed at the end of the fiscal year.

Buildings.—In addition to the keeping in good repair of the numerous buildings on this canal, the renewing of the lock and bridge watch-houses was completed. These watch-houses are of a nice pattern and give a neat appearance to the lock and bridge grounds.

CAPITAL.

Under capital account I have to report the laying of the concrete foundations of the proposed new power-house. The old power-house had been destroyed by the ice in the spring of 1904 owing to the increased height of the flood due to the dam built across the Richelieu river, by the Chambly Manufacturing Company, now controlled by the Montreal Light, Heat and Power Company. The latter has since supplied the canal with the required power under an agreement, dated January 12, 1907 (No. 16499).

At present time the lower section only (about 2 miles in length) of the canal is being electrically lighted, and in view of the extension of the lighting the whole length of the line, the foundations of the power-house have been devised for water-power sufficient for the purpose. The power-house proper will be built during the year 1909-10.

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St. John's Harbour.—The contract for the proposed improvements in the St. John's harbour was awarded to Messrs. John C. Poupore & Co., on December 15, 1908. At the close of the fiscal year, nothing had been done by the contractors beyond delivering material for the work.

Power-house.—As recorded under the head of repairs, the foundations for the new enlarged power-house here, were built by the canal staff during the last fiscal year. They were laid with a view of installing the necessary machinery for the lighting of the canal on its entire length. The building proper will be erected during the fiscal year 1909-10.

INCOME.

Lockmaster's House, Lock No. 4.—An addition to this house, 12 x 24 feet, was built during last summer and some alterations made to the old building.

Telephone Line.—The whole line was entirely rebuilt from Chambly to St. John's. The service which had been very poor for some time past, is now most satisfactory.

Macadamizing tow-path.—This work has been going on for three or four years. The whole of the tow-path is now macadamized from Chambly to Langelier's bridge, a short distance south of the guard lock at St. John's.

Strengthening wall at Ste. Thérèse.—I have to report the completion of this work necessitated by a break in the canal bank 4 years ago. The new wall is built of heavy blocks of stone laid some distance into the river, so as to allow of the widening of the bank on a distance of over 1,500 feet. This portion of the bank which had always been weak is now perfectly safe.

Wharf in the Harbour of St. Johns.—The old timber wharf on the west side of the St. John's harbour was taken down from low water to the top and rebuilt with concrete on a length of 555 feet. The new front wall has also been raised about 15 inches, in order to put the wharfs above any possibility of being flooded in future.

Public road.—The macadamizing of the road on the west side of the canal was continued last summer. The work was executed in the usual manner, viz., the crushed stone was furnished, under contract, by Mr. J. E. Hébert, the spreading and compacting of it being done by day's labour.

ST. OURS LOCK.

Length of canal $\frac{1}{2}$ mile; one lock, 200 feet 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 during the year, the chief items of work performed being as follows:—

Some of the cribwork piers below the lock had to be pretty extensively repaired as they had been injured by ice during the spring flood.

At the close of navigation in 1907, eight of the booms which serve to guide vessels coming in and out were taken ashore, allowed to dry up throughout the winter and after having been overhauled were put in position again at the opening of navigation.

Our main repair scow, 55 feet in length by 23 feet in width was taken apart and almost entirely rebuilt during last summer.

A quantity of field stone was placed on the shores of the island as a protection against scouring.

In the beginning of September, 1908, the electric lighting of the lock and its approaches, by arc lamps was inaugurated. This service is being done under contract

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by the Sorel Electric Company who provide the line, lamps and necessary current at schedule rates. There are in all ten 2,000 c.p. lamps: four on the lock, two along the lower approach, three in the upper approach, and one in the yard near the shops.

In addition to the above a number of incandescent lamps have been placed in the various buildings connected with the canal.

The new light is a decided improvement on the old system of oil lamps and greatly facilitates navigation at the lock.

Owing to exceedingly low water last fall, some difficulty was experienced by vessels in coming in and out at both ends of the canal. Some dredging will require to be done at both these points in the near future.

STE. ANNE LOCK.

Length, $\frac{1}{2}$ mile one lock, 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet
Old lock still available, 200 x 45 feet; 6 feet of water on sills; total rise 3 feet.

REPAIRS AND RENEWALS.

The ordinary repairs at this point consisted of painting the overseer's house and collector's office, as well as all other buildings connected with the lock; renewing parts of fences around the canal property; repairing some of the booms in the south channel and overhauling another boom, 400 feet long, on the north side of the upper entrance.

In addition to these, the west end of the north bank above the lock, which consisted of cribwork, was taken down and rebuilt with concrete. The old store shed on the long pier below the lock was taken down and a new one provided. Four strong cast-iron mooring posts, bedded in concrete were placed on the lock and Manny protection beams installed on both gates.

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.

REPAIRS AND RENEWALS.

Among the work performed in connection with maintenance of these canals during the last fiscal year, the following may be mentioned as the most important:—

Repairing one pair of gates for lock No. 5.

Maintenance of canal banks.

Repairing gate for lock No. 2.

General repairs to locks and bridges.

Rebuilding culvert at old feeder, which had been carried away by the spring floods.

Covering drain at Stonefield.

INCOME.

During the month of September last authority was given to proceed with the macadamizing of the road along the old abandoned canal, which is used as a public highway. The necessary stone was purchased under tender and our own stone crusher used in preparing it. It was then spread on the road by day labour, then the metal was rolled by our own steam roller. About one half of the whole length of two miles was completed last fall and the balance will be done during the coming summer.

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Dam.—The break in the Carillon dam, caused by the spring flood of 1908, was repaired during the last fiscal year, the work being done by Messrs. Haney, Quinlan & Robertson. This break, as reported, extended the whole width of the old abandoned slide, the piers of which were taken down and the gap filled with substantial crib-work.

In addition to this work a considerable amount of repair was done at various points in the dam proper, which had also suffered from the high water. These repairs could not be completed last year, but will be so during the coming season of low water.

Public Road.—A piece of road a couple of miles in length, the maintenance of which devolves on the department was partly macadamized in 1908-9. Stone for the work was purchased, under tender, from farmers in the vicinity. Our own crusher was used for the breaking of it and the spreading of this stone done by the canal staff. Our own steam roller was also used in compacting the road bed and the stone.

The work will proceed during the coming summer.

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

ERNEST MARCEAU,
Supt. Engineer Quebec Canals.

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

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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, 1909.

Months.	LOCK NO. 1 LOWER SILL.				LOCK NO. 5 UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1908.								
April.....	37	10	21	4	19	7	18	5
May.....	25	8	22	6	21	8	20	3
June.....	24	4	19	6	20	9	18	4
July.....	19	4	17	3	18	4	17	2
August.....	17	11	16	0	17	2	16	4
September.....	16	0	15	0	16	4	15	8
October.....	15	3	14	0	15	10	15	1
November.....	14	7	13	10	15	2	14	8
December.....	30	0	13	9	16	10	14	5
1909.								
January.....	32	2	24	5	16	10	14	2
February.....	26	5	24	0	16	6	14	3
March.....	26	10	24	10	16	4	14	7

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, 1909.

Months.	LOCK NO. 1 LOWER SILL.				LOCK NO. 5 UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1908.								
April.....	21	9	20	3	19	0	18	0
May.....	23	4	21	3	19	0	18	4
June.....	22	3	20	0	18	8	18	3
July.....	19	9	18	9	18	5	17	8
August.....	18	8	18	2	17	9	17	5
September.....	18	2	17	4	17	6	17	0
October.....	17	3	16	9	17	1	16	6
November.....	16	9	16	5	16	8	16	3
December.....	19	3	16	6	16	7	15	5
1909.								
January.....	19	5	18	0	16	9	16	0
February.....	22	0	19	8	17	2	15	8
March.....	22	4	19	4	16	9	16	2

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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, 1909.

Months.	LOCK NO. 6 LOWER SILL.				LOCK NO. 14 UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1908.								
April	14	3	13	4	13	5	12	5
May	16	4	14	0	13	6	12	7
June	15	0	12	10	12	9	12	5
July	12	10	12	0	12	8	12	4
August	12	0	11	0	12	5	11	11
September	11	4	10	2	12	0	11	6
October	11	0	10	2	11	8	11	0
November	10	2	9	5	11	3	10	10
December	14	6	9	3	11	2	10	8
1909.								
January	19	0	12	9	11	8	10	9
February	21	6	14	0	11	10	10	7
March	18	0	11	6	11	11	11	3

CHAMBLY CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 9 at lower entrance and Lock No. 1 at upper entrance during the Fiscal Year ending March 31, 1909.

Months.	LOCK NO. 9, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1908.								
April	21	9	11	0	12	7	11	2
May	17	7	15	4	12	3	10	11
June	15	5	11	8	10	10	9	3
July	11	6	9	6	9	3	8	1
August	9	4	8	3	8	3	7	2
September	8	9	7	3	7	9	6	6
October	7	8	6	10	7	5	6	0
November	7	4	6	8	7	9	6	3
December	7	5	6	10	6	9	6	4
1909.								
January	8	9	6	9	7	9	6	7
February	12	5	8	7	9	7	7	10
March	16	10	11	11	9	11	9	4

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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, 1909.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1908.								
April	21	0	16	0	16	11	12	10
May	19	0	16	8	14	10	13	0
June	17	5	11	6	13	2	10	1
July	11	3	9	2	10	0	8	9
August	9	0	7	11	8	8	7	11
September	7	10	6	8	8	2	7	6
October	7	2	5	9	7	11	7	0
November	6	7	5	5	7	9	7	0
December	9	7	5	5	7	5	7	2
1909.								
January	11	5	7	9	8	4	7	0
February	12	6	10	3	9	9	8	1
March	15	9	12	0	12	1	9	6

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, 1909.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 2, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1908.								
April	14	7	13	7	15	11	13	0
May	16	10	14	8	19	4	16	6
June	15	10	13	2	18	2	14	1
July	13	3	11	11	13	8	11	10
August	12	0	11	2	11	9	10	5
September	11	3	10	6	10	5	9	7
October	10	8	9	10	9	7	9	2
November	10	2	9	8	9	8	9	4
December	11	11	9	9	10	7	9	9
1909.								
January	11	10	10	7	10	8	10	4
February	11	6	10	4	11	5	10	8
March	11	6	10	5	11	6	10	9

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CARILLON CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 1 at lower entrance and Lock No. 2 at upper entrance, during the Fiscal Year ending March 31, 1909.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 2, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1908.								
April.....	17	10	15	3	17	6	13	7
May.....	21	10	17	3	22	0	18	10
June.....	21	3	15	3	19	11	14	9
July.....	15	3	13	0	14	7	11	0
August.....	12	0	10	4	11	10	10	0
September.....	11	7	10	8	9	11	8	10
October.....	10	7	10	0	9	5	8	2
November.....	10	10	10	0	10	10	9	4
December.....	11	10	10	10	13	2	10	6
1909.								
January.....	11	11	11	6	16	7	12	0
February.....	12	6	11	8	13	11	11	6
March.....	12	9	12	0	12	8	11	0

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, 1909.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 3, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1908.								
April.....	22	8	17	6	18	10	13	7
May.....	27	3	23	0	23	10	19	3
June.....	25	2	18	6	21	11	16	2
July.....	18	3	14	9	16	0	12	8
August.....	14	7	12	5	12	6	10	4
September.....	12	5	11	1	10	3	9	2
October.....	11	3	10	5	9	4	8	7
November.....	13	0	11	2	9	8	9	0
December.....	15	2	13	1	10	4	9	4
1909.								
January.....	19	0	14	6	10	3	9	10
February.....	20	0	17	0	10	6	10	2
March.....	17	1	14	1	11	6	10	5

WELLAND CANAL.

OFFICE OF SUPERINTENDING ENGINEER,

ST. CATHARINES, ONT., March 31, 1909.

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, 1909.

Navigation season.—The canal opened for navigation on April 15, and closed December 17, 1908.

Accidents.—Two serious accidents occurred during the year: On May 22, 1908, the steam barge *D. D. Calvin*, bound up, ran into the upper gates of lock No. 18, carrying them away. While being forced back out of the lock she struck one of the lower gates and carried it away also. Locking was resumed at noon on the 23rd. The *Calvin* was injured and sank on the slope of the bank below the lock, but did not interfere with navigation. She was afterwards towed to Buffalo for repairs.

The steamer *Mary Horton*, bound down, carried away the upper gates of lock No. 13 on July 14, 1908. The break took place during my absence, but the repairs were skilfully carried on by the repair staff in the short time of fifteen hours. My assistant, Mr. W. H. Sullivan, was in charge.

The accident was a peculiar one. The vessel had been lowered in the lock and the lower gates were open for her to go out. The captain gave the signal to 'go ahead,' but the engineer, by mistake, backed up driving the stern of the vessel into the gates behind her.

IMPROVEMENTS, NEW CANAL.

Mr. Joseph Battle completed his contract for building a concrete retaining wall on the east side of the rock cut in Ramey's Bend.

Mr. Battle has commenced work on his contract to build a dock south of the town of Welland.

Mr. W. E. Phin completed his contract for removing the slides, on the Summit level, mentioned in my last report.

Mr. Phin is now engaged in widening the canal about a mile north of Welland by dredging off a point at a narrow place where vessels have had trouble.

The electrical lock gate operating machines mentioned in my last report were all placed in position in the summer of 1908 and have proven very satisfactory.

The improvements to the canal which I considered necessary in the interests of navigation, and which were commenced shortly after my appointment as superintending engineer in December, 1900, are now all practically completed, and the canal is in good working shape and capable of handling traffic with safety and speed.

Vessels which have plenty of room in the locks, such as the *City of Ottawa* and *City of Montreal*, now pass through the canal from lake to lake in nine hours. The large steel freighters are so nearly the full size of the locks that they are very slow in entering and leaving, and take from 12 to 16 hours to pass through the canal.

PORT COLBORNE.

Messrs. Hogan & Macdonnell have made slow progress with clearing up the excavation of the outer harbour. A channel 22 feet in depth, at a time when there is 14 feet on the sill of the lock, is, however, now available to the elevator.

The elevator being built for the Department by Messrs. Peter Lyall & Sons, while not yet completed, is ready for business, and the large lake steamer *Midland Prince*,

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drawing 21 feet 7 inches of water, unloaded 315,000 bushels of wheat in September last, and later on, a similar load.

A railway siding to the elevator is now being constructed by the department.

REPAIRS—NEW CANAL.

In addition to the ordinary repairs to structures on the new canal, the foundation of lock No. 2 was lowered this spring by taking out the old foundation timbers and upper mitre sill and replacing with a concrete foundation at a lower elevation.

The lowering of this foundation does away with the necessity of maintaining the long wall between locks one and two, which has been a source of expense and annoyance for the past twenty years.

The contract for this work was awarded to Messrs. David and William Walker, of Thorold, who placed their plant and put in the cofferdam at the foot of the lock. They were unable to accomplish the unwatering, however, and threw up the contract. I was obliged to complete it with the canal staff, at the contractors' expense.

The foundations of the regulating weirs were all gone over and replanked and concreted where necessary.

The lower hollow quoins of lock No. 15 were re-cut, the walls having gradually settled towards the canal nearly six inches on each side.

REPAIRS—OLD CANAL.

The water was drawn off the old canal March 28, 1909, for the purpose of repairing a few of the weir foundations which were undermined; the heaviest repairs were required at the weirs at locks Nos. 2 and 22.

WELLAND CANAL FEEDER.

The water was drawn off the feeder in August, 1908, and a large concrete culvert built beneath it at Marshville to replace the old wooden one which has not been large enough to pass the water from the ditches for the past several years, since the marsh lands in the vicinity have been settled and drained. The new culvert relieved all flooding this spring.

The ditches along the feeder were all cleaned out and deepened where necessary.

PORT MAITLAND.

Mr. M. J. Hogan has been awarded the contract of renewing the present wooden superstructure of the west pier at Port Maitland with concrete. He will commence work in a short time.

WELLAND SHIP CANAL.

Four parties have been in the field during most of the past year making surveys for a proposed ship canal to connect Lakes Erie and Ontario. At the present time a very favourable line has been found. This line crosses the peninsula at its narrowest point and is almost a straight line from lake to lake. The total length will be about 22 miles, being nearly five miles shorter than the present canal. No estimate has, as yet, been made of the probable cost of construction, as the surveys are not completed. Upon the result of the test borings which are being made, will depend the feasibility of this line, as the heavy structures contemplated will require excellent foundations.

Several alternative routes have been considered, but so far none of them appear to answer all requirements. A line from Morgan's point, four miles west of Port Colborne to the Jordan river looks very favourable, but it would necessitate the use of locks in flight at Jordan and the building of a new harbour on Lake Erie.

Suggestion has been made that the canal should be built between Selkirk on Lake Erie and Hamilton. Another, that it should run between Port Maitland and the Jordan. Another, that the Lake Ontario entrance should be the mouth of the Niagara river. Another, that the present line should be diverted at Port Robinson down the Chippawa creek to near Chippawa, thence across a point into the Niagara river (which would make the Lake Erie terminus in Buffalo harbour). It is, no doubt, possible to build a canal on any of these locations, but it requires very little study of the question to show that such a canal would be a grave mistake, to say nothing of the extra expense that would be involved in its construction.

In considering the project of a Welland ship canal to connect lakes Erie and Ontario the first question which arises is what size shall it be made, that is to accommodate what size of vessels? The only sane answer to this question is that it should be able to accommodate the largest class of vessels that are ever likely to navigate the great lakes. For reasons that are fairly well understood, it is not at all probable that ocean-going vessels of the larger size will ever require to enter the great lakes—they were not built for that class of trade. Occasionally, of course, tramp ocean vessels will continue their voyage to the head of the lakes, but these trips will be the exception rather than the rule. Leaving ocean vessels out of consideration, what is to be the ultimate size of lake freighters?

The growth in the size of these vessels in the past few years has been enormous.

The first Welland canal was completed in 1829, the locks being 100 feet x 22 feet. It carried all the traffic between the two lakes until 1845, sixteen years only. The second canal, opened in 1845, had locks 150 feet x 26½ feet with 9 feet of water on the mitre sills. It had been operated only eight years when it was found to be too shallow, and the lock walls and banks were raised to allow of vessels ten feet draught to pass through. This canal did duty until 1881, thirty-six years, when it was replaced by what is now called the New Welland canal, the locks of which were built 270 feet x 45 feet with 12 feet of water on the sills. The canal was not completed, however, before a change was made, the lock walls and banks being raised to allow vessels drawing 14 feet of water to pass through.

When this canal was commenced in 1871, there were only a couple of vessels on the lakes which could not have passed through it. Before its completion, however, there were a large number of such vessels, and to-day there are hundreds, a great many of them being over twice the length of the locks and one and one-half times the width and depth.

Vessels on the lakes are now slightly over 600 feet in length by 60 foot beam and draw over 21 feet of water.

The length of vessels is limited somewhat by their draught, and it is probable that the present length will not be greatly exceeded until the draught is increased. Channels are being deepened every year between the lakes and it will not be long before 22 feet will be attained at low stages of the water, and a movement is now in force in the United States to deepen the channel from Chicago to Buffalo to 26 feet. This deepening of channels will proceed slowly, as the portions to be deepened will increase greatly in length with the depth attained and places which are now considered open navigation will become 'restricted channels.' The expense of making these channels will be enormous, and there will come a time, perhaps not very far distant, when increased draught will be looked for in the opposite direction, that is by raising the surface level of the lakes, or rather by not allowing them to fall to the present low water levels. This scheme is practical and has been given considerable thought, but the necessity for extra depth has not, as yet, been so apparent as to cause any great move being made in that direction. It is sure to come, however, and it is safe to assume that within the next quarter of a century at the latest there will be 25 or 26 feet navigable depth in the upper lakes. This will mean that ship-builders can increase the length and beam of vessels considerably beyond present dimensions.

GENERAL.

The water in Lakes Erie and Ontario was very high during the first half of the season and quite low during the latter half.

There were no employees superannuated during the year.

No superannuated employees died during the year.

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.

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

J. L. WELLER,
Superintending Engineer.

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

WELLAND CANAL.

STATEMENT showing the Highest and Lowest Depths of Water on the Lower Mitre Sill, Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending March 31, 1909.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1908.	Ft. In.	Ft. In.	1908.	Ft. In.	Ft. In.
April	18 1	17 6	November	16 3	15 7
May	18 9	17 11	December.....	15 8	15 1
June	18 8	18 5	1909.		
July.....	18 7	18 2	January	15 4	15 0
August.....	18 2	17 6	February	15 6	14 9
September.....	17 7	16 10	March	15 8	15 4
October.....	16 11	16 2			

STATEMENT showing the Highest and Lowest Depths of Water on the Upper Mitre Sill, Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending March 31, 1909.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1908.	Ft. In.	Ft. In.	1908.	Ft. In.	Ft. In.
April.....	16 8	14 1	November	15 1	13 10
May	16 5	15 0	December.....	15 8	13 2
June.....	16 4	15 5	1909.		
July	16 3	15 3	January	14 8	11 10
August.....	16 0	14 8	February	15 4	11 5
September.....	16 1	13 8	March	14 9	13 2
October.....	15 1	13 11			

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STATEMENT of Damages to Welland Canal property during the fiscal year ending March 31, 1909, and the amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1908.		\$ cts.	\$ cts.	1908.	
May 22....	Str. 'D. D. Calvin'	2,751 36	2,751 36	May 23...	Port Colborne.
July 14....	" 'Mary Horton'	3,473 10	3,473 10	July 14....	Port Dalhousie.
June 10....	" 'Glenellah'	26 75	26 75	Sept. 7....	"
Aug. 7....	Brg. 'Hamilton'	15 38	15 38	Nov. 14....	"
Sept. 27....	Str. 'Adele Shares'	25 00	25 00	Sept. 28....	Port Colborne.
Oct. 2....	" 'City of Toronto'	50 00	50 00	Oct. 3....	Port Dalhousie.
Nov. 8....	" 'Soo City'	10 00	10 00	Nov. 11....	"

TRENT CANAL SURVEYS OF ROUTES,
OFFICE OF THE ENGINEER IN CHARGE,
OTTAWA, Canada May 28, 1909.

SIR,—I have the honour to submit my report upon the works under my charge, in connection with the surveys of routes for the Trent canal, for the fiscal year ended March 31, 1909, as follows:—

Gull River improvements.—On May 8, 1908, completed report, estimate and general plan of route for proposed improvements of the Gull river, for navigation purposes—in connection with the Trent waterway system—from Coboconk to a point about a mile above Minden, Ontario.

Transfer of staff.—On July 31, 1908, the five members of my staff were paid off, and transferred to the Hudson Bay Railway Surveys.

Lakes Simcoe and Couchiching to Georgian Bay.—On December 2, 1908, completed and submitted report and detailed estimates for both, 6 feet and 9 feet depth of navigation for proposed Georgian Bay outlets for the Trent canal, from Lakes Simcoe and Couchiching, via Nottawasaga river, Severn river, and Coldwater, respectively.

This report, which was based on full and careful surveys and investigations, comprehended every detail applicable to the merits, &c., of those particular routes.

Plans, &c., Nottawasaga River route.—On March 12, 1909, completed and submitted general plans and profiles of the proposed canal route from Kempenfeldt bay, Lake Simcoe, to the Georgian Bay, via Nottawasaga river.

Black River Improvements.—Subsequent to March 12, 1909, work was in progress on a report of proposed improvements on the Black river, from Lake Simcoe to Sutton, township of Georgina, county of York, Ontario.

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

(Sgd.) EDMUND J. WALSH, M. Inst., C.E.,
Engineer in Charge.

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

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ST. LAWRENCE CANALS.

RESIDENT ENGINEER'S OFFICE,
CORNWALL, April 1, 1909.

SIR,—I have the honour to submit my annual report on the works under my direction for the fiscal year ending March 31, 1909.

CORNWALL CANAL.

On June 23, 1908, a serious break occurred in the south bank of canal a short distance above Lock No. 18, washing out about 165 feet in length of canal bank, as well as the pivot pier and swing span of the Ottawa and New York Railway bridge, which crosses the canal at this point.

Temporary repairs were made by building a cribwork dam around the portion of bank destroyed, and widening the canal on the north side by means of dredges, to allow of the passage of vessels. Navigation was resumed on July 10.

A contract was entered into with Mr. Thos. A. Nicholson, of St. Catharines, for the work of permanently repairing this break and strengthening the south bank of canal down to the head of Lock No. 18.

Work was commenced on August 18 and carried on without interruption till December 23, when it was discontinued for the winter.

A heavy concrete wall has been placed across the washout on the canal side of the bank and some earth filling deposited behind it.

Twelve feet, in depth, of stone has been removed from the temporary dam and used to form a stone toe on the river side of the bank to be rebuilt.

The canal was unwatered on March 29, 1909, when work was resumed removing the remainder of the temporary dam and extending concrete wall to connect with the walls at the head of lock No. 18. This work is being prosecuted day and night, to the end that the work necessary to the opening of the canal, may be completed by May 1.

A contract has been entered into with Messrs. J. J. & V. S. Fallon, of Cornwall, for trimming the high north slope of canal above lock No. 21 and placing concrete and stone protection at the water line. Work was commenced on October 19 and carried on till December 9, 1908, when it was discontinued for the season. Fairly good progress was made.

WILLIAMSBURG CANALS.

The work of rebuilding retaining walls along the government ditch at Iroquois, under contract with Mr. Geo. A. Begy, of St. Catharines, and which was partly completed during the season of 1907, was resumed in April, 1908, and carried to completion on August 18, 1908.

The final estimate for this work has been completed and sent to the department.

MURRAY CANAL.

The work of placing concrete superstructures on the entrance piers at both ends of this canal, under contract with Mr. R. Weddell, of Trenton, and which was in progress during the seasons of 1906 and 1907, was completed in a very satisfactory manner early in November, 1908.

The final estimate for this work has been prepared and sent to the department.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) C. D. SARGENT,

Resident Engineer

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

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

TRENT CANAL.

PETERBOROUGH, May, 28, 1909.

SIR,—I have the honour to submit herewith my annual report of the maintenance and operation of the Trent canal for the year 1908-9.

The extent of the canal completed is the same as last year, viz., 160 miles.

Navigation opened and closed on the different stretches, as follows :—

Division extending from Lake Simcoe to Balsam lake, opened May 16, closed October 7.

Division extending from Balsam lake to Lakefield, opened April 16, closed November 5.

Division extending from Lakefield to Peterborough, opened May 15, closed November 5.

Division extending from Peterborough to Healey's falls, opened May 23, closed November 14.

The following work was carried out during the year :—

Rice Lake.

The lighthouses on Rice lake were repaired.

Otonabee River.

The buoys were replaced in position and repainted.

Peterborough Lock (No. 7).

The storehouse and fences at this point were repainted.

Peterborough Hydraulic Lift-lock.

The Peterborough hydraulic lift-lock worked smoothly throughout the year. Some repairs were made thereto, including the placing of new rubber air tubes, and the installation of new chain tighteners on the upper and lower lockgates. The rams were repacked. A clay core was put in the banks above and a certain amount of old drain tile was removed.

Peterborough to Lakefield.

Between one and two miles of fencing were built on this section, and the fences re-painted.

The steamboat channel between locks 1 and 2 was dredged.

Lakefield.

A new concrete wharf, 80 feet in length was built, at the southern limits of the village, below lock No. 1. The wharf was filled with stone and gravel. This wharf should afford excellent accommodation to the industries of Lakefield, in shipping materials and produce to Peterborough and other points to the south of Lakefield.

A new concrete wharf 523 feet was built in the upper part of the village, on Lake Katchewanoo. This is the point where a great deal of the traffic to Stony lake and other points emanates. The wharf is backed with stone and gravel, requiring 800 cords of stone, and 500 yards of gravel. The government ground in the vicinity has been cleared up, and the appearance of the government property generally improved.

Three new piers for entrance booms to the government slide were built at Lakefield. New booms were also placed in position.

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Lake Katchewanoe.

The greater portion of the booms between the steamboat channel and the log channel, between Young's point and Lakefield was renewed. Fifty new pieces were placed in position.

Stony Lake.

A new wharf was built at Juniper island. This wharf was built of timber filled with stone. A portion of this wharf is 18 feet in width, and the remainder of it is 12 feet in width. Its length is 125 feet.

A number of private wharfs, that became submerged, by reason of the action of the department in raising the water level in Stony lake, for navigation purposes, were raised proportionately.

The steamboat channel in Stony lake were re-buoyed out.

Burleigh Falls.

Considerable work was done at this point in the line of rebuilding portions of the piers at the dam.

Bridgenorth.

A landing pier at Chemong was built. New booms were placed across the upper end of the lake, to prevent a large number of island bogs from floating down and interfering with navigation.

Pigeon River.

The steamboat channel from Pigeon lake to the village of Omeme was dredged out.

Bobcaygeon.

A new house for the lockmaster was built at Bobcaygeon.

Scugog River.

The lighthouses on Scugog river, between Lindsay and Sturgeon lake, were repaired and painted. The buoys were replaced in position and painted. The channel from the river to Sturgeon lake was dredged for a distance of several hundred feet. The Scugog river was cleared of sunken logs.

Lindsay.

Lindsay street bridge was painted. Minor repairs were made to Wellington street bridge, but a contract has since been let for a new bridge at this point. There were certain minor repairs made to Lindsay street south bridge.

Sturgeon Lake.

A new landing pier was built at Pleasant Point.

Fenelon Falls.

The upper entrance to the lock at Fenelon Falls was dredged and deepened from a depth of 5 feet to 9 feet, for a distance of 800 feet. The width of this channel is now 50 feet.

A new house for the lockmaster was built at this point.

The bridges, office and lockgates (above the water level) were painted.

Rosedale.

A new house for the lockmaster was built here. The swing bridge was painted.

Balsam Lake.

The buoys were replaced in position and were repainted.

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From Balsam Lake to Kirkfield.

The bridges, at Portage road, Victoria road, and the Grand Trunk Railway bridge were painted.

Kirkfield.

A great deal of work was carried out at this place during the past year. Two new lockhouses, for the accommodation of the lockmaster and his assistant were built. They are of natural limestone.

Owing to the fact that there is no foundry or machine shop near Kirkfield, we found it necessary to erect a machine shop of our own at this point to carry out repairs, that from time to time, are required in connection with the hydraulic lift lock. A new machine shop has been completed and equipped with lathe, drills, &c. A power-house has been erected adjacent thereto, in which is installed a 20-inch double turbine wheel, providing 120 horse-power. We have also installed an air compressor, which constitutes an auxiliary pumping plant for the lift lock.

Balcover.

A shelter for the bridge tender was erected and painted. The bridge was replanked, and the fence on the Portage road, near this point was repainted.

Boundary Road Bridge.

The shelter for the bridge tender was re-painted, the bridge was replanked, and the fence on the south side of the canal was re-painted.

From Lock 1 to Lock 2.

Two valves were placed in the east end of the gate, on the north side, all the iron work on the locks and gates was re-painted, and the lockhouse was re-painted.

From Lock 2 to Lock 3.

One thousand one hundred and sixty-five feet of new rip-rapping was constructed between dam 3 and lock 1. About 200 feet of tile drain was placed on the north side of the canal, below the lock to carry off the water from the spring on the side of the canal bank. Minor repairs were carried out to two gates at Lock 2, the iron work on lock, gates and dam was repainted.

From Lock 3 to Dam 3.

All the iron work on the lock and gates, at lock 3 was repainted. The ground around the lockhouse was sodded, the banks levelled and seeded on the north side of the canal, and on a portion of the south side of the canal, as far as Kean's bridge. All the rip-rapping was overhauled, and put in first-class condition.

From Lock 4 to Lock 5.

The iron work on the lock and gates was repainted, 200 feet of drain tile was laid between the lock-house and the canal.

From Lake Simcoe to Lock 5.

The bridge across the entrance of the canal, at Lake Simcoe was replanked and painted, and the fence at both ends of the bridge was painted. The fence on both sides of the canal was repaired. The buoys in Lake Simcoe, at the entrance of the canal, were repainted.

In addition to this work at various points on this division, a great amount of work was accomplished in the matter of cleaning up drowned lands. The construction of the canal at this point resulted in the submerging of a great quantity of partially timbered land. A great deal of floating timber and debris has accumulated on different

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portions of this division, and necessitated an expenditure of considerable money in keeping the steamboat channel cleared.

Reservoir Waters.

There is in connection with the Trent canal, what is known as 'reservoir waters,' which consist of numerous rivers and streams, not on the route of, but tributary to the canal. Dams have been built at the outlet of many of the lakes on these streams, and the water is conserved until such times in the dry summer and fall season, as it may be required on the canal for navigation and power purposes. Considerable work was done on these waters during the past year, as the following will show :—

Gull River.

Cushog lake.—The dam at this point was rebuilt with timber.

Mud lake.—The dam was rebuilt with timber.

Hawk lake.—A new shelter for the caretaker on these waters was built here. Hawk lake is a depot for the Gull river waters.

Keneese lake.—The caretaker's shelter at this point was destroyed by fire. We are preparing to rebuild this shelter.

Burnt River.

Stormy creek.—Two new slides were built on this creek.

Big Bear lake.—Minor repairs were carried out to the dam at this point.

Otter lake.—A fine, new, concrete dam was built at Otter lake.

Drag lake.—New iron winches, new stop-logs and a new platform were placed on the dam.

Nogie's Creek.

Depot dam.—A new timber dam was built here.

Mississauga.

Scott's dam.—New stop-logs were provided, and minor repairs were carried out.

Eagle lake.—The slide was repaired.

Bottle lake.—Minor repairs were carried out.

Deer Bay Creek.

Louck's lake.—A new timber dam was built at Louck's lake.

Eel's lake.—Two small dams were built on this creek.

Plant.

A great deal of new work was done during the year in connection with the up-keep of our plant. A small steam tug was built and is now rendering good service. Our scows were repaired and placed in good order.

Last fall fire broke out on board the tug *Bessie Butler*, while at Lakefield, doing considerable damage. She has since undergone extensive repairs.

The tug *Bessie Butler* was engaged in general work and assisted in carrying a large quantity of cement for the engineer's department, for construction work at Buckhorn and Rosedale.

The tug *Bob Hall* was engaged pretty much on the Balsam lake, Lake Simcoe division, assisting in cleaning the drowned lands at that division.

The *Empire* was engaged with the dredge *Emmerson* throughout the year.

The *Sovereign* was engaged in painting buoys and towing materials on Stony lake to wharfs under construction.

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GENERAL.

There were no accidents on the canal during the year and the traffic was the largest in the history of the canal. For the greater portion of the year the water was kept at its usual uniform level, but late in the fall the effects of the exceptionally dry season were felt, and in some of the lakes and rivers a larger flow of water would have been appreciated. However, neither steamboat nor power interests suffered to any serious extent.

The entire staff worked faithfully throughout the year, each employee contributing his share to the success of the season's operation.

I am, sir,

Your obedient servant,

J. H. McCLELLAN,
Superintendent.

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

DEPARTMENT OF RAILWAYS AND CANALS.

SUPERINTENDING ENGINEER'S OFFICE,

PETERBOROUGH, May 26, 1909.

TRENT CANAL.

DEAR SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1909, covering the work of construction chargeable to 'capital.'

ROSEDALE SECTION.

A contract for the construction of this section was entered into with the Randolph Macdonald Company, Limited, on February 24, 1908. This section connects Balsam and Cameron lakes and is about 1.8 miles long between the contours of 9 feet depth of water in the respective lakes. The new lock is being built to the same dimensions as those of the Ontario-Rice Lake division. The new dam will be built of concrete, and the canal forming the upper and lower entrance channels of the lock will be finished in a first-class manner.

The total value of work done and materials delivered up to March 31, 1909, is \$90,463. The quantities of the principal items of work done are : earth, 138,000 cubic yards, loose rock, 3,800 cubic yards, solid rock, 2,800 cubic yards, and concrete, 4,740 cubic yards. The contractors had working last season, one dredge and two steam shovels. At the close of last season, a good part of the canal across the neck of land between the two lakes was excavated to grade and the slopes dressed down. The lock is about 50 per cent completed.

BOBCAYGEON SECTION.

The contract entered into with Messrs. McCoy and Wilford, Limited, on December 3, 1907, for the construction of a new dam at the lower end of the Little Bob river was finished last fall and a final estimate amounting to \$40,943.70 for the work was returned last January. The new dam is built about 140 feet below the old wooden

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one. Since the completion of the new dam, the municipality of Bobcaygeon have built for power and lighting purposes a small hydro-electric plant, in rear of one of the 25-foot sluices of the dam. The plant began running about January 1, 1909. There is a working head of about 7 feet at this point during the summer levels of Sturgeon and Pigeon lakes.

BUCKHORN SECTION.

The contract entered into with Messrs. E. and D. Conroy on July 2, 1907, for the construction of a new dam and bridge at Buckhorn was completed last fall, and a final estimate amounting to \$54,443.51 for the work was returned last March.

The reinforced concrete highway bridge across the dam was placed in commission on October 9, 1908.

The new dam and bridge were built immediately in rear of the old wooden structures, which were torn down after the new ones were finished.

LINDSAY SECTION.

Last summer a survey was made of the Scugog river at Lindsay, preliminary to the preparation of plans and specification for a new lock and dam at Lindsay, and a new swing bridge across the river at Wellington street. The work was advertised last October, and a contract for it entered into with Messrs. John Ritchie & Co. on January 20, 1909.

The total value of work done and materials delivered up to March 31, 1909, was \$863.72. As soon as high water subsides, the contractors will proceed vigorously with the construction of the lock and dam, which will likely be in commission this fall.

HOLLAND RIVER DIVISION.

This division is divided into two sections. Section No. 1 extends from Cook's bay, Lake Simcoe to Holland landing on the east branch of the Holland river, a distance of 8½ miles; and section No. 2 from Helland landing to Newmarket a distance of 4½ miles. The whole of section No. 1 is on the Lake Simcoe level, and the total rise between Holland landing and Newmarket is 43 feet, which will be overcome with three locks.

Section No. 1.—A contract for the construction of this section, chiefly dredging, was entered into with the Lake Simcoe Dredging Company on August 30, 1906.

The company had only dredged 12,392 cubic yards of material at the close of the season of 1907, when they practically abandoned the work. The department took the work out of their hands in May, 1908.

A final estimate in favour of the Lake Simcoe Dredging Company, amounting to \$2,465.20 for the work done was sent into the department in October, 1908.

This section has not been re-let.

Section No. 2.—A contract for the construction of this section was entered into with Mr. John Riley, on February 12, 1908, and assigned by him to Messrs. Russell, Dill and Lothian, on February 19, 1908, and by them to the York Construction Company, Limited, on April 3, 1908, who are carrying on the work.

The total value of work done and materials delivered up to March 31, 1909, was \$158,174.10. The quantities of the principal items of work done are as follows: earth 347,000 cubic yards, concrete 750 yards, piles driven 15,310 lineal feet, stone protection 4,600 cubic yards and puddle 12,740 cubic yards. The foundation for lock and dam No. 3 located about one mile below Huron street, Newmarket, has been taken out and the piles for the foundation of the lock driven. This lock and dam will be built this season, for which purpose the contractors have on the ground a very complete concrete plant. Gravel for concrete will be brought in by train from a Grand Trunk Railway gravel pit west of Allandale. About 40 per cent of the excavation on the section has been finished. The contractors have on the ground one steam shovel, and are erecting

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on the Lake Simcoe level, a cableway to take out the canal prism between the end of section No. 1 and lock No. 1, which is located at Yonge street, Holland landing.

Queensville Road Bridge.—This bridge crosses the east branch of the Holland river, about two miles north of Bradford road, Holland Landing. A contract for the substructure of the bridge was entered into with Messrs. D. Conroy & Sons on December 1, 1906, and was finally completed by them last June. A final estimate for the work amounting to \$18,212 was sent to the Department last January.

A contract for the superstructure of this swing bridge was entered into with the Dominion Bridge Company, on October 12, 1906, for \$4,872, which they finally completed on August 21, 1907.

The contractors for the substructure made up the approaches to the bridge in fall of 1907, sufficiently wide and high to permit of the public using the bridge during the winter of 1907-8, and as stated above the whole of this work was finally completed in June, 1908.

ONTARIO—RICE LAKE DIVISION.

This division extends from Rice lake to Trenton, on Lake Ontario, a distance of 56 miles, with a fall of 369 feet between the lakes. For construction purposes the division has been divided into seven sections, five of which are under contract,—

Section No. 1.—This section extends from Trenton to Glen Millar, a distance of about $4\frac{1}{4}$ miles, on which length of river there are 3 locks and dams.

A contract for the work was entered into with Messrs. Larkin & Sangster on March 10, 1908, and the total value of work done and materials delivered up to March 31, 1909, amounted to \$294,781.25. The principal items of work done are: earth, 191,939 cubic yards; loose rock; 3,189 cubic yards; solid rock, 82,887 cubic yards, and concrete, 15,364 cubic yards. At the close of last season, the contractors had the pits for locks 2 and 3 nearly excavated. The upper entrance piers of lock 3, and the core wall of the embankment forming the canal above the lock were partly built. The east half of dam No. 2 was built up to the level of the foot bridge across the top of the dam.

At the east end of the Glen Millar highway bridge, a span of the bridge was taken out and the substructure built for a swing span, the superstructure of which was erected last winter by the Hamilton Bridge Works Company and the bridge opened for traffic at the end of February, 1909.

The contractors have two steam shovels on the work, besides a large concrete plant, &c.

Section No. 2.—This section extends from Glen Millar to Frankford, a distance of about $4\frac{1}{2}$ miles. There are three locks and dams on the section.

A contract for the work was entered into with Messrs. Dennon and Rogers on May 30, 1908, and the total value of work done and materials delivered up to March 31, 1909, amounted to \$74,643.73. The principal items of work done are: earth, 23,128 cubic yards, loose rock, 3,786 cubic yards; solid rock, 27,368 cubic yards, and concrete, 7,353 cubic yards. The excavation for the pit of lock No. 6 has been taken out and the concrete work of dam No. 6 has been finished with the exception of the foot bridge across the dam. Some excavation for the canal connecting dam and lock No. 6 has been done, and a little excavation has been done in the pit for lock No. 5.

The work on this section last season was not carried on very energetically.

Section No. 3.—This section extends from Frankford to a point 3 miles west of Glen Ross, a distance of $7\frac{1}{2}$ miles. At Glen Ross there is a lock of 9 feet lift.

A contract for the work was entered into with the Canadian General Development Company, Ltd., on April 24, 1908, and the total value of work done and materials delivered up to March 31, 1909, amounted to \$123,159.81. The principal items of work done are: earth, 9,613 cubic yards; loose rock, 3,910 cubic yards; solid rock, 68,317 cubic yards; concrete, 2,883 cubic yards. The excavation for the lock pit is

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finished ready to begin laying concrete, and the rock cut forming the upper and lower entrances of the lock is nearly finished. The pivot piers and abutments for the highway swing bridge across the head of the lock, and also those for the Central Ontario swing bridge across the canal at this point were built last fall and the Hamilton Bridge Works Company erected the superstructures on them this spring. The Central Ontario Bridge was placed in commission on April 29, 1909, on which date the first train crossed the bridge. The road bridge is also ready for use, but the approaches of the bridge are not finished. The concrete dam across the river at this point was finished last fall.

Section No. 4.—This section extends from the west end of No. 3 to the east end of No. 5, or from Adam's Landing, Bradley bay to the town of Campbellford, a distance of about 14 miles. There will probably be 5 locks and 3 dams on this section but the plans, &c., for the work are not finished, as the route of the canal through Campbellford has not been decided upon.

Section No. 5.—This section extends from the highway bridge across the river in Campbellford to the lower end of Crow bay, a distance of 3 miles. On the section are two locks and dams.

A contract for the work was entered into with Messrs. Brown & Aylmer on September 28, 1907, and the total value of work done and materials delivered up to March 31, 1909, was \$248,386.44. The principal items of work done are, earth, 24,490 cubic yards; loose rock, 7,420 cubic yards; solid rock, 23,965 cubic yards and concrete, 24,130 cubic yards. The lock and dam at Middle Falls are each nearly finished and the concrete work of the dam at Stephens rapids is about 85 per cent finished. Some the concrete excavation was done on Crow bay last summer where a Lobnitz rock breaker, and dredge worked about half the season. This plant was built on Crow bay during the winter of 1907-8, and launched early last summer. No work has been done on the lock below the dam at Stephens rapids.

At Middle Falls the municipality of Campbellford are building a hydro-electric power plant, alongside the new lock. The head at this point is 25 feet and the low water flow of the river about 2,000 cubic feet per second.

At Stephens dam, the Seymour Power and Electric Company began last winter the construction of hydro-electric plant on the east side of the river about 1,000 feet below the dam. The head at this point is 23 feet and the low water flow of the river about 2,000 cubic feet per second.

Section No. 6.—This section extends from the lower end of Crow bay to 1,000 feet west of Healy Falls bridge, a distance of 3.1 miles. The plans and specifications for this work have been finished. Between Crow bay and the pool above the bridge, the river falls 76 feet, which height will be overcome by 3 locks located on the west bank of the river. A new dam will be built between the falls and the highway bridge.

Section No. 7.—This section extends from Healy Falls bridge to Rice lake, a distance of 19½ miles. The principal works consist of considerable rock and earth dredging in the river, a new lock and dam at Hastings, and a new swing bridge at Trent bridge.

A contract for the work was entered into with the Randolph Macdonald Company, Ltd., on January 4, 1909. The company are now building a dredge and scows at Hastings, and preparing generally to proceed with the work this season.

GENERAL.

Bridges.—A contract was entered into with the Hamilton Bridge Works Company, Ltd., on October 10, 1908, for the manufacture and erection of six highway swing bridges and one railway swing bridge.

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The highway swing bridges at Glen Millar and Glen Ross on the Ontario Rice Lake division, and at Green Lane on the Holland River division have been finished and placed in commission. The swing span for the Central Ontario Railway at Glen Ross has also been finished and placed in commission. The other three highway spans are fabricated, and stored in the company's yards at Hamilton ready for shipping when required.

'Waggon' Valves.—A contract was entered into with the Dominion Bridge Company, Ltd., on October 5, 1908, for the manufacture and erection of 'Waggon' valves for the new locks of the canal. The company has a large part of the steel and iron fabricated and assembled in their yards at Lachine, Que. The valve frames for the Middle Falls and Rosedale locks have been erected in the lock walls.

The 'Waggon' valve is a modified type of the 'Stoney' valve. It may be described as an iron gate mounted on two pairs of large wheels, which travel upon rails bolted to a rigid steel frame embedded in the side walls of the wells formed over the culverts in the concrete walls of the locks. The characteristics of the valve are these; that the bearing is always on the rails through the wheels; that the vertical and horizontal top water seals are made by adjustable bronze plates which make a planed surface contact with the faced sides of the steel cast guide rails. The water seals do not make the valve absolutely water tight. The skin face of the valve is on the up-stream side, or back of the valve. The valves are erected on the down-stream side of the valve wells, and they can be taken out for repairs and replaced without the aid of a diver or disturbing their operating winches at the top of the wells. The valves are 4 feet wide by 5 feet high and are designed to work under heads varying from 4 to 40 feet.

Lock Gate Operating Machines.—A contract for the supply and delivery of the operating machinery, anchorage fittings, and pivots for the lock gates of the new locks was awarded this spring to Herbert B. Collier, Peterborough, Ont. The work is now being proceeded with, and part of the above material has been delivered for the Middle Falls and Rosedale locks.

Cement.—Over fifty-eight thousand barrels of Portland cement were used last year in connection with building the new locks, dams, bridges, &c., of the canal. The cement was supplied under contract with the following companies: Belleville Portland Cement Company, Canadian Portland Cement Company, Hanover Portland Cement Company, Lakefield Portland Cement Company, and the Lehigh Portland Cement Company.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) ALEX. J. GRANT,
Superintending Engineer.

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

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

ST. LAWRENCE CANALS.

SUPERINTENDING ENGINEER'S OFFICE,

CORNWALL, May 26, 1909.

SIR,—I have the honour to submit my annual report upon works of construction and survey in connection with the enlargement of the Ontario St. Lawrence canals, for the fiscal year ending March 31, 1909.

GALOPS CANAL.

UPPER ENTRANCE SECTION.

This contract was awarded to Messrs. Murray & Cleveland in November, 1888, and was entirely completed on October 23, 1907.

A progress final estimate was prepared and returned on March 31 last. The final estimate which is being prepared in the Cornwall district office will be completed by the end of July next. A number of claims which have already been submitted to the department, will require to be adjusted before the contract is definitely settled.

RIVER ST. LAWRENCE.

REMOVAL OF SHOALS IN RIVER WEST OF UPPER ENTRANCE OF GALOPS CANAL.

This contract was awarded to Mr. M. A. Cleveland on July 25, 1907.

The dredging operations were resumed on April 13, 1908, and interrupted from July 2 to 27, 1908, when the dredge was engaged on the Cornwall canal in forming a temporary channel opposite the break in the canal bank.

Another interruption from October 12 to 16, 1908 occurred, when the dredge was occupied in removing boulders and obstructions in the bottom of the North Channel.

The excavation for the improvement of the channel turned out to be much more difficult than anticipated, consequently slow progress was made.

A drilling scow is being fitted out to drill and blast the rock in situ immediately west of the upper entrance section.

It is expected that this contract will be completed by next September.

NORTH CHANNEL.

The contract for this work was awarded to Mr. M. A. Cleveland and commenced on May 14, 1897, and completed on October 1 to 1908.

From September 18 to October 15, 1908, the sweeping of the bottom of the channel was proceeded with and all boulders and obstructions were removed by dredge, thus satisfactorily completing this contract.

A final estimate of the work was prepared in the Cornwall district office, completed and sent to the department on November 6, 1908.

A number of claims arising out of some material changes made in the original contract for this work, still remain to be presented to the department for adjustment.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) L. N. RHEAUME.

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

Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

Engineer in Charge.
Ontario St. Lawrence Canals.

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SAULT STE. MARIE CANAL.

ENGINEER'S OFFICE,

SAULT STE. MARIE, ONT., May 11, 1909.

SIR.—I have the honour to submit my annual report on the improvements in progress to the upper entrance of the Sault Ste. Marie canal for the fiscal year ending March 31, 1909.

DREDGING—UPPER ENTRANCE.

The deepening and widening of the upper entrance as laid down on the plan of improvements was divided into three contracts.

The first contract was entered into with Messrs. John and Henry Hickler for the westerly section, and was brought to a satisfactory completion November 1, 1904.

The second contract was entered into with Mr. C. S. Boone for the easterly section, comprising that portion of the channel way from the east end of the entrance piers, extending westerly one and one-tenth miles. The conditions of this contract required that a depth of 21 feet 5 inches at low stage water be secured, and from a width of 250 feet at the entrance piers widening out to 500 feet as shown on the plan of work. The work was brought to a satisfactory completion November 28, 1907.

The third contract was entered into with Mr. C. S. Boone, May 11, 1907, for the middle section, which consists of the deepening and widening through what is known as the Vidal shoal and is situated two miles above the lock. The conditions of the contract require the channel to be deepened to 21 feet 5 inches at low stage of water and a width of 500 feet be secured throughout. Work was first started on the north half which included the principal part of the widening to the old channel. This portion of the work has been dredged and cleaned up to the required depth, and on October 13, 1908 was opened to navigation. Upon the completion of the north half work was immediately started on the south half, which consists chiefly of deepening the old channel way. Good progress has so far been made and it is hoped to bring this work to a completion during the season of 1909. The quantity to be removed is small taking into consideration the area to be dredged over.

Extension to South Pier, Upper Entrance.—A contract was entered into with Messrs. Wright & McPhail for the construction of an extension of 40 feet to the westerly end of the new concrete pier on the south side of the canal. A satisfactory piece of work was brought to completion, September 15, 1908.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) F. B. FRIPP.

Engineer in Charge.

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

Deputy Minister and Chief Engineer.

Department of Railways and Canals,

Ottawa.

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SAULT STE. MARIE CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

SAULT STE. MARIE, ONT., April 20, 1909.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal for the fiscal year ending March 31, 1909.

The canal was opened for traffic on April 21, 1908, and closed on December 15, having been in operation for 235 days. Traffic was interrupted for one day while a valve rod was being repaired.

There was a very considerable falling off in traffic during the last season, caused by the general depression throughout the country, but it is interesting to notice that while the total registered tonnage shows a falling off of 21 per cent the registered tonnage of Canadian vessels increased about 12 per cent.

The usual exchange of ship's reports was made with the St. Mary's Falls canal from which a statistical report has been compiled and published by the United States canal authorities, of the traffic passing this point, and from which the following statement is derived.

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.
				Mills.	\$	p. c.	
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	696,826	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	162,214,948	3 5	24,856
1891.....	10,191	8,400,685	8,888,759	1 35	128,178,208	4 0	26,190
1892.....	12,580	10,647,203	11,214,333	1 31	135,117,267	3 8	25,896
1893.....	12,008	8,949,754	10,796,572	1 1	145,436,957	4 1	18,869
1894.....	14,491	13,110,366	13,195,860	99	143,114,503	3 5	27,236
1895.....	17,956	16,806,781	15,062,580	1 14	159,575,129	3 75	31,656
1896.....	18,615	17,249,418	16,239,071	1 0	196,146,842	3 0	37,066
1897.....	17,171	17,619,923	18,982,755	83	218,235,927	3 0	40,213
1898.....	17,761	18,622,764	21,234,634	79	233,062,739	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	267,611,959	3 0	58,555
1901.....	20,041	24,626,976	28,405,065	99	289,906,865	4 0	59,663
1902.....	22,659	31,955,582	35,961,146	89	358,306,300	4 0	59,377
1903.....	18,596	27,736,444	34,674,437	92	349,405,014	6 0	55,175
1904.....	16,120	24,364,138	31,546,105	81	334,502,686	6 0	37,695
1905.....	21,679	36,617,699	44,270,680	85	416,965,484	5 0	54,204
1906.....	22,155	41,098,324	51,751,080	84	537,463,454	5 0	63,033
1907.....	29,437	44,087,974	58,217,214	80	569,830,188	5 0	62,758
1908.....	15,181	31,091,730	41,390,557	69	470,141,318	7 0	53,287

ACCIDENTS, DAMAGES AND REPAIRS.

The steamer *A. E. Nettleton*, of the Wilkinson Transportation Company, struck in the lower entrance on September 2, seriously damaging her bottom. The obstruction proved to be some boulders lying about 50 feet outside of the channel to the south, but in a course usually taken by vessels, as it had generally been supposed that

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there was a sufficient depth of water to the south of the channel. These boulders have since been removed.

On September 29, the steamer *Lyman C. Smith*, of the L. C. Smith Transit Company, struck the south upper entrance pier damaging the pier to the extent of \$124.83, which amount has since been paid. The steamer struck on her starboard bow, made a large hole in her side and sank, almost completely blocking the channel; but by filling her after tanks and thus raising her bow, they were able, with their own power, to pull the bow around to the south pier and thus clear the channel after it had been blocked for nine hours. The cost of damages and other charges to the vessel was in the neighbourhood of \$25,000.

On November 5, the steamer *Wexford*, of the Western Transportation Company struck the south upper entrance pier in the same place as it had been struck by the *Lyman C. Smith*, without doing serious damage to the pier, but putting the vessels to an expense of \$8,500.

This pier was struck on several other occasions during the season, by unknown vessels, as indicated by marks on the pier, and these incidents would suggest the necessity of giving more accommodation for vessels approaching the canal from the west.

On September 20, the rod of the upper valve on the north side of the lock broke, necessitating the unwatering of the lock, on September 23, to make the repairs. Navigation was discontinued from 6.30 p.m., on the 22nd, to 10.35 p.m., on the 23rd.

On October 31 the same valve rod broke, and owing to the lateness of the season and the lightness of the traffic, the lock was operated for the remainder of the season without this valve.

GENERAL.

The improvement to the grounds by levelling down the spoil banks, which has been carried on for some time, was continued during last season, and it will take about another season to complete this work.

A number of trees were set out and the lawn was extended and improved.

The movable dam was scraped and partly painted. This work will be completed this spring.

The largest cargo on record to pass this point, consisting of 13,978 tons of iron ore, passed through the Canadian canal on September 12 last.

A comparative statement of the traffic through this canal from the date of its opening to the present time is attached.

I have the honour to be, sir,

Your obedient servant,

J. W. LEB. ROSS,
Superintending Engineer.

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

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SAULT STE. MARIE CANAL.

COMPARATIVE STATEMENT since opening of lock, September 9, 1895.

	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1895.		1896.		1897.	
Period open.....	{ Sept. 9.... Dec. 6....		May 7.... Dec. 10....		April 21.... Dec. 14....	
Canadian registered tonnage.....	125,240		586,571	461,331	398,343	-188,228
U. S. registered tonnage.....	623,131		3,810,794	3,187,663	3,406,018	-404,776
Total tonnage.....	748,371		4,397,365	3,618,994	3,804,361	-593,004
Lockages.....	698		3,042	2,344	2,976	-66
Vessels passages.....	1,193		5,189	3,996	4,376	-813
Time passing lock.....	212 h. 27 m.		984 h. 22 m.	771 h. 55m.	684 h. 11 m.	300 h. 11m.
Average time lockage.....	18 25 m.		18.42 m.		13.97 m.	
	1898.		1899.		1900.	
Period open.....	{ April 11.. Dec. 9....		April 26.... Dec. 20....		April 23.... Dec. 16....	
Canadian registered tonnage.....	403,331	4,988	561,759	158,428	579,528	17,769
U. S. registered tonnage.....	2,354,606	1,051,412	2,388,441	33,835	1,616,139	-772,392
Total tonnage.....	2,757,937	1,046,424	2,950,200	192,263	2,195,667	-754,533
Lockages.....	2,520	456	2,610	90	2,205	405
Vessels passages.....	3,712	664	3,820	108	3,163	657
Time passing lock.....	609 h. 30 m.	74 h. 40 m.	643 h. 16 m.	33 h. 46 m.	541 h. 24 m.	101 h. 52m.
Average time lockage.....	14.51 m.		14.78 m.		14.73 m.	
	1901.		1902.		1903.	
Period open.....	{ April 20... Dec. 21....		April 1..... Dec. 20....		April 2..... Dec. 13....	
Canadian registered tonnage.....	776,331	196,803	1,366,087	589,756	1,616,385	250,298
U. S. registered tonnage.....	1,672,631	56,492	3,238,069	1,565,438	3,145,020	93,049
Total tonnage.....	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages.....	2,506	701	3,418	512	3,242	176
Vessel passages.....	4,243	1,080	5,169	926	4,418	751
Time passing lock.....	724 h. 38 m.	183 h. 14m.	925 h. 57 m.	201 h. 19m.	883 h. 10 m.	42 h. 47 m.
Average time lockage.....	14 96 m.		16.25 m.		16.34 m.	
	1904.		1905.		1906.	
Period open.....	{ April 30... Dec. 26....		April 10.... Dec. 20....		April 10.... Dec. 20....	
Canadian registered tonnage.....	1,557,335	59,050	1,799,336	242,001	1,959,186	159,850
U. S. registered tonnage.....	2,673,090	471,930	3,739,224	1,066,134	4,399,990	660,766
Total tonnage.....	4,230,425	530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages.....	3,012	230	4,031	1,019	4,152	121
Vessel passages.....	4,092	326	5,853	1,761	5,913	60
Time passing lock.....	811 h. 28 m.	71 h. 42 m.	1060 h. 38 m.	249 h. 10m.	1131 h. 23 m.	70 h. 45 m.
Average time lockage.....	16.16 m.		15.79 m.		16.35 m.	
	1907.		1908.			
Period open.....	{ April 22... Dec. 15....		April 21.... Dec. 15....			
Canadian registered tonnage.....	2,288,349	329,143	2,536,552	268,203		
U. S. registered tonnage.....	9,887,633	5,487,643	7,038,389	-2,849,244		
Total tonnage.....	12,175,982	5,816,786	9,594,941	-2,581,041		
Lockages.....	4,596	444	3,647	-929		
Vessels passages.....	6,153	210	5,344	-809		
Time passing lock.....	1378 h. 58 m.	247 h. 35m.	1258 h. 50 m.	120 h. 08m.		
Average time lockage.....	18.10 m.		20.60 m.			

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, April 1, 1909.

SIR.—I have the honour to submit herewith my report on the Rideau canal for the fiscal year ending March 31, 1909.

Navigation opened at Ottawa, May 1, 1908.

Navigation opened at Kingston Mills, May 1, 1908.

Navigation closed at Ottawa, November 30, 1908.

Navigation closed at Kingston Mills, November 19, 1908.

The spring freshet last April was, I regret to say, the source of much damage to our works (the details of which appear under the headings of the various points where it occurred) on account of very high water and very heavy ice; but everything was temporarily repaired as soon as the water subsided, so that navigation was not delayed at all, and permanent repairs to all the damaged structures have been made this winter.

The freshet this year has not yet commenced, and from the small quantity of snow on the ground, I hope that we shall escape a repetition of last year's damages.

However, the ice is very thick (from 24 to 27 inches) and when this is the case, a low freshet is liable to cause it to jam against our dams instead of carrying it over as it does when the water is high; in fact it is absolutely impossible to foretell what may occur when the winter breaks up, as it altogether depends upon the weather at that time.

Last October the water fell so low in Rideau lake that the large vessels had to discontinue running as they could not get over a rock shoal in Poonamalie cut; but this shoal was blasted out during the past winter, so that trouble at that point should not occur again.

The principal works and repairs executed along the line of the canal during the past fiscal year, are as follows:—

OTTAWA LOCK STATION (8 Locks and Basin).

Portions of the masonry of locks 2, 3 and 5 were taken down and rebuilt, and other portions of the old masonry were pointed and grouted. One pair of new lock gates were framed, but they have not yet been completely erected. One pair of new swing beams were framed and placed in position and five new sluice frames were put in. The nine pairs of lock gates at this station were painted last spring, and sundry small repairs were made to the lock house, the wharfs and roads round the basin, and to the station in general.

OTTAWA EAST BRIDGE.

Small repairs were made to the swing span, flooring and east approach. Small additional repairs to the piers will be made during the present month before navigation opens.

BANK STREET BRIDGE.

Small repairs were made to the bridge-keeper's house. At the present time the east rest-pier of the swing span (which was built of timber and which had rotted out from age) is being built of stone—in keeping with the pivot and west rest-piers.

CONCESSION STREET BRIDGE.

Small repairs were made to the embankment on the east side of Dow's lake, in the vicinity of the bridge. Some 3-inch plank was laid on the bridge floor.

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HARTWELL'S LOCK STATION (2 LOCKS).

About 200 yards of dry stone walling were built along the margin of the cut to take the wash from boats passing. Sundry small repairs were made to the station in general.

HOGSBACK LOCK STATION (2 LOCKS).

One pair of swing beams were framed and placed on the centre lock gates. A considerable portion of the dry stone walling along the eastern bank of the cut was rebuilt and some new portions added where the bank was being washed away.

The framing of the timber for the west bulkhead was done, and the structure will be erected next winter. Sundry work such as carting clay, &c., and stopping leakage was done also, as well as small repairs to the station in general.

BLACK RAPIDS LOCK STATION (1 LOCK).

This station, which is I think the most exposed to spring freshets of all the stations on the canal, was most severely damaged by ice last spring.

The whole of the down stream side of the apron of the long dam, 300 feet long and 12 feet high, was wrecked by ice and carried away. However the dam itself stood, and with small repairs was made to serve its purpose for the whole season of navigation; which it did. This winter, according to your orders, an entirely new dam of timber filled with stone was built below the old one; the spillway being curved to take the wave from the overflow, and carry it away from the foot of the dam, and thus prevent the damage which formerly occurred from the eddy at the foot, battering ice and debris against the dam. This curved surface was sheeted with 2-inch elm plank, which of course required to be softened in a steam box before being bent to its proper radii. The whole dam has been widened to give a more unobstructed flow of the water; and a pier built in the centre with an abutment at each end for the purpose of affording the county authorities facilities of erecting a bridge thereon, when they decide upon doing so. The whole structure has been carefully and substantially built, and I am glad to know has met with your approval. The stone wall on the east side of the waste weir has also been rebuilt, and the lay-by piers above the lock and also the ice breakers in the stream were also strengthened and repaired. The lock masonry was pointed up below water, which was rendered possible by the fact that the river remained unusually low all winter; and this also was a most important factor in the scribing and bolting the sills of the new dam to the rock. Sundry small repairs were also made to the lock house, storehouse and station in general.

LONG ISLAND LOCK STATION (3 LOCKS).

A somewhat curious accident occurred at the Manotick bulkhead in May last, when one of the bents suddenly, and without the slightest warning, gave way, thus letting out two bays of stoplogs, and opening a breach 40 feet wide and 12 feet deep for the water to escape. We gained control of the break in two days, without wasting more than 12 inches of water from the canal level above which is 27 miles long; and the coffer dam above was rebuilt and tightened and a new bent framed and the bulkhead restored. The greatest difficulty was in collecting the stoplogs which had been washed for miles down stream; but I think we only actually lost one. The cause of this mishap was from ice, during the freshet, striking the guard posts and breaking the bolts in the sill to which it was fastened; although being tied into place, the bent did not give way until a month after the freshet was over. A new swing bridge was framed and erected across the upper lock. One new pair of lock gates was framed and is now being erected in the lower lock. Sundry small repairs were made to the station in general.

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MANOTICK BRIDGE.

No special repairs were required here last year.

WELLINGTON BRIDGE.

No special repairs were required here last year.

BECKETT'S LANDING BRIDGE.

No special repairs were required here last year.

BURRITS RAPIDS LOCK STATION (1 LOCK).

The high water last spring caused some washouts in the embankment along the north side of the cut. The breaks were repaired with stone and the embankment raised for some distance. It was intended to rebuild upper portion of the lock, and the stone was cut and delivered for this purpose before navigation closed; but as I found subsequently that the submerged portion of the south chamber wall of the lock required to be taken down and rebuilt also, I thought it best to postpone the above mentioned repairs, and do all the work at one time next winter, as it involves building coffer dams both above and below the lock and pumping it out—which would require to be done twice if the work was divided. Sundry small repairs were made to the station in general, and also to the swing bridge in the village.

NICHOLSON'S LOCK STATION (2 LOCKS).

One new swing beam was framed and placed on lock gate, and small repairs made to crab platforms and chain blocks. The cellar wall of the rock-house was repaired and sundry small repairs were made to the station in general.

CLOWES LOCK STATION (1 LOCK).

One new swing bar was framed and placed on lock gates. Some stones were carried out of the curve stone dam, by ice during the freshet; and which were recovered and placed again in position. The lower sill of the lock was repaired by our diver, and sundry small repairs were made to the station in general.

MERRICKVILLE LOCK STATION (3 LOCKS AND 2 BASINS).

Two new pairs of lock gates were framed and hung here. The south bulkhead which was damaged by ice last spring was rebuilt. The interior of the old block house has been taken down, as the old concrete floor of the upstairs portion was falling down and becoming dangerous. Nothing has been done with regard to rebuilding the rooms in the upstairs portion of the building, as the lower flat is the only portion now used as a storehouse. Sundry small repairs were made to the station in general.

KILMARNOCK LOCK STATION (1 LOCK).

Two new pairs of lock gates were framed and hung here. Repairs were made to the back dam, the bulkhead and to the station in general.

EDMONDS LOCK STATION (1 Lock).

The timber apron below the waste weir, which was washed out by the spring freshet a year ago, was replaced by concrete laid under water in its stead. One new sluice frame was put in. Small repairs were made to the sluice flanges. Some large boulders in the upper cut were removed by means of dynamite. The stop-log lifter at the waste weir was framed new and a swing beam placed on one of the lower gates of the lock. Sundry small repairs were made to the station in general.

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OLD SLYS LOCK STATION (2 locks).

The pivot pier under the swing bridge was repaired and the approaches thereto were also repaired. The cellar under the lock-house was concreted and repaired, and sundry small repairs made to the lock-house and to the station generally.

SMITH'S FALLS COMBINED LOCK STATION (3 Locks and Basin).

The masonry wall between the pivot-pier and the north wing-wall of the upper lock was taken down and rebuilt. The swing-bridge was replanked with 3-inch plank. One new swing-beam was framed and put on the lower lock gates. The dam in the basin was partially reconstructed, the east stop-log bulkhead being taken down and rebuilt, and another stop-log bulkhead 20 feet wide being added to it—the flat dam being cut away for this purpose. This gives additional discharge for the water during the freshets, so it can now get away through the three bulkheads without rising too high in the basin. The remainder of the flat dam between the double east bulkhead and the west bulkhead was repaired and replanked. The work of filling in the large useless portion of the basin, which is too shallow to float vessels, and which consumes a needless quantity of water every time it is filled, has been continued during the past year, and has proved of benefit. The bottom of the basin which is composed of seamy rock, still leaks considerably, and an attempt was made last winter to staunch one of the worst of these leaks, but owing to the presence of a private wharf at the point of outlet, it was found impossible to do anything of practical value. The work was therefore stopped, and the question of stopping this leakage will be submitted to you in a special report later on. Small repairs were made to the station generally.

SMITH'S FALLS DETACHED LOCK STATION (1 LOCK).

The lower sill of the lock was concreted under water and repaired. The swing bridge across the lower cut was replanked and the turntable repaired, and sundry small repairs were made to the station in general. As many of the numerous boat-houses on our land above the lock were falling into a dilapidated and unsightly condition, I sent an order last winter to the various owners notifying them to remove them. This is now being done, and new permits are being issued for persons to erect boat-houses, subject to our conditions as regards their appearance.

POONAMALIE LOCK STATION (1 LOCK).

The masonry repairs to the lock mentioned in my last report as being under way at March 31, 1908, were completed in April. One pair of new lock gates was framed and hung at the upper end of the lock, and some new stop-logs framed for the bulkhead at the head of the upper cut. A small stone wall was built along the face of portion of the north side of the embankment. The flat rock shoal 90 feet long by 33 feet wide, just above the lock, was blasted out last winter to a depth of about 18 inches; the work being done under agreement with Mr. Mathew Ryan, of Smith's Falls. This has removed an obstruction, which, in seasons of low water has been the subject of much complaint, as it was higher than the rest of the cut. Sundry small repairs were made to the station in general.

BEVERIDGES LOCK STATION (2 Locks).

The new lock gates mentioned in my last report as being under construction were finished last April. Sundry small repairs were made to the station in general.

PERTH BRANCH (Basin and 4 Bridges).

Sundry small repairs were made to the flooring of the bridge, and also to the planking of the basin wharfs. Some ¾-inch water pipe was added to the water service

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already installed to enable the bridge-keeper to water the lawn and flower beds round the basin: the Perth Horticultural Society assisting us to fill up the beds with flowers, and the whole appearance of the canal land surrounding the basin, and which is in the heart of the town, has been immensely improved. Repairs were also made to the tow-path road between Perth and Dowsens, and the culverts were also repaired.

BOB'S LAKE DAM.

No repairs were made here, but a large quantity of drift wood which has accumulated above the dam, was removed above high water mark, and some additional stone filling was placed in the piers of the dam.

OLIVER'S FERRY BRIDGE.

The whole bridge was raised off the piers last winter, and the piers were taken down to low water mark and rebuilt and filled with stone. Some plank was laid last year on the bridge floor, but the whole of the flooring and joists will soon require to be rebuilt, possibly next winter, when the bridge can be closed and the travel diverted across the ice.

THE NARROWS LOCK SECTION (1 LOCK).

The upper lay by piers above the lock were wrecked by ice last spring, and have been rebuilt. Sundry repairs were made to the lock-house and the station in general. The By Wash will require to be rebuilt next winter or possibly during the summer, because although it is in no danger of giving way, yet it leaks badly, but it will require coffer dams both above and below, and pumping, before this can be done.

WOLFE LAKE DAM.

Portion of the western cribwork was damaged by ice last spring, and has been repaired and partially rebuilt.

NEWBORO LOCK STATION (1 LOCK).

The sill of the bulkhead at the head of the upper cut, was repaired and concreted under water, and the superstructure straightened out and repaired. The lay-by piers at the foot of the lock were replanked with 2-inch hemlock plank, and sundry small repairs were made to the station in general. Next winter the upper wing walls of the lock on the west side, will require to be taken down and rebuilt as they are commencing to overhang.

CHAFFEYS LOCK STATION (1 LOCK).

The lower sill of the lock was repaired. The foundation for the swing bridge across the lock, which was of timber, was taken out and replaced with concrete. Four new stoplogs were made for the waste weir. Sundry small repairs were made to the lock house and station generally.

DAVIS' LOCK STATION (1 LOCK)

Sundry small repairs were made to the station generally. The lay-by piers above the lock will require to be taken down and rebuilt this year.

JONES' FALLS LOCK STATION (4 LOCKS AND BASIN).

The lower sill of the lower lock was renewed and concreted. The roadway leading from the swing bridge to the long bridge was graded and macadamized. Small repairs were made to the big masonry dam. Our diver was employed in cleaning out some loose stone and boulders from the 'Quarters' channel above the lock station. Sundry small repairs were made to the station generally.

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MORTON DAM.

No repairs were made here last year.

BRASS' POINT BRIDGE.

No repairs were made to the bridge last year.

UPPER BREWERS LOCK STATION (2 LOCKS).

One new pair of lock gates were framed and hung in the upper lock. The lay-by piers at the head of the lock were taken down and rebuilt last winter. Sundry small repairs were made to the station in general.

LOWER BREWERS LOCK STATION (1 LOCK).

Sundry small repairs were made to the lock house, and to the station in general.

KINGSTON MILLS LOCK STATION (4 LOCKS AND 1 BASIN).

Four new swing beams were framed for the lock gates. A new chimney and stairs were built to the block house, and the long timber bridge was reinforced to last the year—which it has done. I have prepared plans and specifications for a new steel bridge on concrete piers to replace the old wooden one; and the work will be advertised for tender as soon as the funds are available. The ice and high water last spring damaged the embankment considerably, but these have been filled up and repaired, and protection walls built at the base to hold up the slopes. Sundry small repairs were made to the station in general.

GENERAL.

A request was made to the Hon. the Minister last year, by certain farmers residing on the banks of Morton creek and the vicinity thereof, to have the spring freshet discharged less through Morton dam to the St. Lawrence, and more by way of the canal itself towards Kingston, than has up to the present time been customary. This would involve enlarging the waste weirs at Upper Brewers, Lower Brewers, and Kingston Mills lock station as at these places the weirs are taxed during the freshet to their utmost capacity as they stand at present. By your direction, I had a survey made and plans prepared; and the estimated cost of the work I submitted to you in a special report some time ago. All our large supplies were purchased by tender last year, the tenders being awarded by the department.

DREDGING PLANT.

The dredge *Rideau* was employed last season in dredging a shoal of clay, gravel and large boulders, at the foot of Long Island lock station; and she has removed a long existing menace to navigation at this point, as well as straightening out the channel. She also moved to Poonamalie and commenced dredging loose rock and boulders from the cut, and reached a point about half a mile above the lock.

She wintered in one of the locks at Smith's falls; and next season will continue dredging from where she left off last year, out to Saw-log bay.

At the present time she is being fitted out for the season; and the crane is being overhauled and repaired, as well as the swinging cylinders and machinery.

The tug *Loretta* was employed last season attending the dredge, and delivering supplies with scows along the line of the canal, and also on inspection work.

I may state that she delivered nearly all the stone required for the masonry repairs, all the cement, timber, plank, paint, oil, &c., so that the money she saved the department in this respect, may be fairly considered to be a good season's earnings.

A new flat scow 80 feet long by 18 feet wide has been built in the basin at Ottawa

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this season; and will be used with the other big flat scow in freighting stone and supplies for the future.

The following is a statement of the highest and lowest water on the lower mitre sills of the lower locks at Ottawa and Kingston Mills lock stations, respectively, from April 1, 1903, to March 31, 1909:—

OTTAWA, LOCK NO. 1.				KINGSTON MILLS, LOCK NO. 47.			
Highest.		Lowest.		Highest.		Lowest.	
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
Apr. 30	17 9	Apr. 1	12 1	Apr. 21-30	10 6	Apr. 1-13	10 0
May 18	25 0	May 1	18 10	May 31	11 0	May 1	10 7
June 1	22 9	June 30	15 0	June 1-22	11 0	June 30	10 10
July 1	14 8	July 31	10 0	July 1 8	10 10	July 29-31	10 6
Aug. 1	9 11	Aug. 31	6 11	Aug. 1-4	10 6	Aug. 29-31	10 0
Sept. 1	6 11	Sept. 29	5 4	Sept. 1	10 0	Sept. 29-30	8 9
Oct. 1	5 6	Oct. 19	4 9	Oct. 1-8	8 8	Oct. 24-31	8 6
Nov. 30	5 9	Nov. 1-2-22-23	4 11	Nov. 1	8 7	Nov. 27-30	8 0
Dec. 31	7 8	Dec. 2-3	6 0	Dec. 1-12	8 0	Dec. 22-28	7 10
Jan. 27-31	8 0	Jan. 20-21	7 5	Jan. 20-31	8 1	Jan. 1-7	7 11
Feb. 27-28	8 7	Feb. 6	7 6	Feb. 1-3	8 1	Feb. 26-28	7 5
Mar. 30	9 3	Mar. 23-24	8 2	Mar. 31	8 2	Mar. 1	7 4

I have the honour to be, sir,

Your obedient servant,

(Sgd.) A. T. PHILLIPS,

Superintending Engineer.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa.

ONTARIO ST. LAWRENCE CANALS.

SUPERINTENDENT'S OFFICE,

CORNWALL, ONT., March 31, 1909.

SIR,—I have the honour to submit herewith the annual report on the maintenance and operation of the Ontario St. Lawrence canals for the fiscal year ending March 31, 1909.

By order in council of March 17, 1908, the name of this district was changed from 'St. Lawrence' to 'Ontario St. Lawrence.' It comprises the Cornwall, Farran's Point, Rapide Plat, Galops and Murray canals—28 miles of canal within a stretch of river and lake of about 175 miles.

The Cornwall canal was opened for navigation May 1 and closed December 4, and was operated throughout the season with one interruption to traffic.

On the morning of June 23 a washout occurred in the bank above lock No. 18, just at the point where the O. and N.Y. Railway bridge crosses the canal. For a length of about 200 feet the bank was washed away and the bridge pivot pier and swing span collapsed.

Owing to the illness of the chief engineer, Mr. J. L. Weller, of the Welland canal, was appointed acting-chief engineer, and was on the scene of the damage on the morning of the 24th. The work of repair was carried out under his personal direction and supervision. He decided to build a temporary crib-dam around the washed-out

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bank, and to obtain the necessary width of canal prism around the temporary dam by dredging into the north bank. The temporary crib-dam was completed July 4 and water admitted into the reach, and on the morning of July 10, dredging was sufficiently advanced to reopen the canal for traffic, which had been stopped 17 days.

Tenders were called for the work of making permanent repairs, and the contract was awarded to Mr. T. A. Nicholson. Good progress has been made on the work and it will be completed before the opening of navigation for 1909.

The coping course on both sides of lock No. 17 had been shoved out of line. It was taken up and relaid and backed with mass concrete 3 feet deep and 4 feet thick. This lock was equipped with 24 iron snubbing posts set in a base of mass concrete.

Similar work was done on the north side of lock No. 15, and 8 iron snubbing posts placed.

Ten iron snubbing posts were placed along the north side of the basin between these two locks.

About 300 feet of the superstructure of the river wharf at the foot of the canal was rebuilt in concrete. This wharf will be completed the coming season.

A considerable quantity of shrubbery and plants and bulbs was set out at the different locks.

Throughout the season the ordinary work of maintaining the banks, cleaning ditches, repairing gates and valves, was carried on as the condition of things required.

A contract was entered into with the John Inglis Co., Toronto, for the construction of a steel gate lifter for use on the Cornwall canal. The work was completed and the gate lifter delivered during the year.

On the north side of the canal between locks 18 and 19, the bank was built up for a distance of about 500 feet.

The Williamsburg canals were opened May 1 and closed December 5, and were operated throughout the season without interruption.

The northeast entrance pier at Farran's Point was repaired at very considerable cost and is now in good condition.

During the winter a pair of new gates were built for the upper end of lock 24, in the yard at Cornwall. They were stepped during the first week of navigation.

The middle pair of gates at lock 28 were taken out and replaced by the spares. The old ones will be rebuilt this season.

In many places where the riprap had fallen in, it was replaced.

Owing to the unusually high water in the river, all the canal banks required special attention, and a heavy stone toe was placed along the outer bank of the Farran's Point canal for almost its entire length, for half the length of the Rapide Plat, and for about a mile on the Galops. A further supply of stone has been laid in to complete this protection at points still requiring it.

The Murray canal was opened April 20 and closed December 9, and was operated throughout the season without interruption.

On this canal, also, very considerable work on the riprap was made necessary by the high water. This work was done and the banks kept in good repair.

A new flooring was put on the Trenton Road bridge.

The material in the house that formerly was used as a collector's office was used in building a dwelling house for one of the men on the Smithfield bridge.

The work of rebuilding the superstructures of the entrance piers in concrete under contract to Mr. R. Weddell was completed.

Appended are statements of water levels and of fines and damages.

I have the honour to be, sir,

Your obedient servant,

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

W. A. STEWART,
Superintendent.

RECORD of Highest and Lowest Levels of Water on the Ontario-St. Lawrence Canals for Year ending March 31, 1908.

Month	CORNWALL.				FARRAN'S POINT.				RAPIDE PLAT.				GALOIS.				LIFF LOCK.		MURRAY CANAL.	
	Lock 15.		Lock 21.		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.	High.	Low.		
	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	
1908.																				
April.....	22.8	16.8	18.1	17.0	20.0	19.2	20.9	19.8	20.0	18.9	19.8	18.3	23.3	20.1	18.3	16.7	19.8	17.8	15.6	14.11
May.....	17.8	16.9	18.6	17.4	20.6	19.7	21.4	20.4	20.5	19.6	20.3	19.0	23.8	22.5	19.0	17.8	20.5	19.2	16.0	14.9
June.....	17.5	17.1	18.5	18.0	20.4	19.1	21.9	20.6	20.6	20.0	20.2	19.4	23.8	23.0	18.8	18.1	20.4	19.6	16.0	15.6
July.....	17.3	17.0	18.4	17.8	20.4	19.4	21.4	20.4	20.7	19.8	20.1	19.2	23.8	22.7	18.6	18.1	20.2	19.5	15.9	15.4
August.....	17.0	16.6	18.0	17.0	19.8	18.2	20.8	19.8	20.0	19.0	19.0	18.0	23.1	21.8	18.4	17.3	19.8	18.4	15.4	14.9
September.....	16.6	16.1	17.6	16.5	18.1	18.1	20.5	19.2	19.2	18.2	19.0	17.7	22.3	21.0	17.7	16.6	18.9	17.3	14.8	13.11
October.....	16.2	15.5	17.0	15.8	18.5	16.9	19.5	17.8	18.7	17.1	18.2	16.3	21.5	19.6	17.2	15.4	18.3	16.3	14.0	13.1
November.....	15.6	15.2	16.8	15.4	18.0	16.8	18.9	17.9	18.0	16.8	17.3	16.1	20.6	19.2	16.7	15.5	17.3	16.0	13.1	12.8
December.....	15.2	14.9	16.5	15.0	18.0	16.5	18.8	17.3	17.5	15.6	17.2	14.7	20.7	17.8	16.9	14.6	17.7	14.8	12.11	12.4
1909.																				
January.....	22.8	14.5	15.8	14.6	18.3	16.0	19.0	16.8	17.8	15.4	16.5	14.4	19.5	16.6	15.8	14.6	16.2	14.0	12.7	12.3
February.....	25.7	20.8	16.8	15.0	18.8	16.2	19.6	16.9	17.4	15.0	15.8	14.1	18.8	16.4	15.6	14.0	15.4	13.5	12.11	12.3
March.....	24.0	17.4	15.7	15.2	18.2	16.9	18.9	17.6	17.5	16.5	16.8	15.4	19.9	18.4	16.1	15.0	16.8	15.3	13.0	12.7

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STATEMENT of Fines and Damages, in Connection with Ontario St. Lawrence Canals during Season of 1908.

CORNWALL CANAL.

Lock.	Date, 1908.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
			\$ cts.	\$ cts.		
Lock 20.	June 16.....	'J. S. Keefe'	25 00	25 00	G L. & St. L. Trans. Co.....	Paid.
" 15.	" 19.....	"	10 00	10 00	"	Paid.
" 18.	" 19.....	'Wansaga'	75 00	75 00	Collingwood Shipping Co.....	Paid.
" 18.	" 19.....	"	10 00	10 00	"	Paid.
" 15.	" 20.....	'A. D. Davidson'	100 00	100 00	G L. & St. L. Trans. Co.....	Paid.
" 18.	Sept. 24.....	'Black Rock'	131 50	131 50	W. Anderson.....	Paid Cornwall \$50.00.
" 18.	Nov. 3.....	'Ashland'	114 53	114 53	F. Hains Lumber Co.....	Paid Cardinal \$81.50.
" 20.	Oct. 16.....	'Russel Brown'	3 00	3 00	"	Paid.
" 20.	" 16.....	'George Heath'	3 00	3 00	"	Paid.

WILLIAMSBURG CANALS.

Lock 23.....	Aug. 4.....	'S. N. Parent'	125 00	125 00	G. L. & St. L. Trans. Co.....	Paid.
"	Nov. 30.....	'Bartlett'	10 00	10 00	Montreal Trans. Co.....	Paid.

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CANALS REVENUE BRANCH, ST. PETERS, C.B.
CANAL OFFICE, March 31, 1909.

SIR,—I have the honour to submit my annual report on work and operation on St. Peters Canal, under my charge, during the fiscal year ending March 31, 1909.

There have not been any repairs done to canal the past year, outside of minor repairs, such as were required for the operation of lock, such as placing five new chains.

The canal and lock are in a very bad condition, as was pointed to your engineers last summer, and so far as the operating of the gates is concerned, it is just a question as to how long we will be able to operate them, and at times, only for the assistance we get from captains and their crews, the staff could not move them.

Navigation opened on the first day of May, 1908, and closed on January 2, 1909; during that time, 1,376 steamers and vessels passed through canal.

There is one tidal lock and four pairs of gates on St. Peters canal.

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

(Sgd.) JOHN H. DEVEREAUX,
Lockmaster.

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

PART VII—MISCELLANEOUS

Tables of distances, Intercolonial and Prince Edward Island Railways.

INTERCOLONIAL RAILWAY.

Expenses, earnings, freight tonnage and passengers, yearly since July 1, 1876.
 Earnings, yearly since July 1, 1876.
 Local and through freight, yearly since July 1, 1876.
 Local and through passengers, yearly since July 1, 1876.
 Coal carried from Nova Scotia collieries, yearly since July 1, 1876.
 Grain carried for shipment, yearly since July 1, 1876.
 Flour and meal carried, yearly since July 1, 1876.
 Grain carried, yearly since July 1, 1876.
 Lumber carried, yearly since July 1, 1876.
 Live stock carried, yearly since July 1, 1876.
 Ocean-borne goods carried, yearly since July 1, 1876.
 Raw and refined sugar carried, yearly since July 1, 1876.
 Fresh and salt fish carried, yearly since July 1, 1876.
 Ocean-borne passenger business at Halifax for fiscal year 1908-9.
 Ocean-borne passenger business at St. John for the fiscal year 1908-9.
 Ocean-borne passenger business at Quebec for fiscal year 1908-9.
 Ocean-borne freight traffic via Halifax for fiscal year 1908-9.
 Ocean-borne freight traffic via St. John for fiscal year 1908-9.

WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic, yearly from 1875.

CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.
 Statement showing total cost of construction and enlargement from Lachine to Ottawa.
 Statement showing total cost of construction and enlargement from Ottawa to Kingston.
 Statement showing total cost of construction and enlargement from St. Johns to Sorel.
 Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.
 Statement showing total cost of construction and enlargement from Atlantic Ocean to Bras d'Or Lakes.
 Dates of opening and closing of canals for the season of 1908.
 Freight traffic in 1907 and 1908.
 Diagrams showing dimensions of smallest lock on each canal, &c.
 Dimensions and other features of the several canal works, and descriptions of the intermediate water navigations:

1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peters Canal.

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 River St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1909, was 1447.13 miles.

The following are the through distances:—

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

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

MAIN LINE AND BRANCHES.

(As remeasured in 1908.)

	Miles.
Halifax to Truro.	61.87
Dartmouth Branch.	12.00
Truro to Moncton.	123.77
Moncton to St. John.	89.31
Pointe du Chêne Branch.	11.98
Moncton to Campbellton.	185.37
Campbellton to Ste. Flavie.	105.03
Indiantown Branch.	13.45
Ste. Flavie to Rivière du Loup.	83.29
Rivière Ouelle Branch.	6.19
Rivière du Loup to Pointe Lévis.	115.55
Hadlow to Chaudière Curve.	5.63
Chaudière to Ste. Rosalie.	115.53
St. Charles Junction to Chaudière Junction.	16.73
Nicolet Branch.	14.70
Dalhousie Branch.	6.28
Pictou to Oxford Junction.	69.39
Brown's Point to Stellarton.	11.90
Junction near New Glasgow to Pictou Landing.	8.18
Pugwash Junction to Pugwash.	4.54
Truro to Mulgrave.	122.30
Mulgrave to Point Tupper (Ferry).	0.80
Point Tupper to Sydney.	91.17
North Sydney Junction to Sydney Mines.	7.07
Fredericton to Loggieville.	124.80

1,406.83

LEASED.

Length of main line from Pointe Lévis to Hadlow	1.48	
Chaudière Curve to Chaudière.	1.19	
Ste. Rosalie Junction to Montreal.	37.63	40.30

Total miles. 1,447.13

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FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D.W.T., Halifax.....	0.85
Halifax Cotton Factory.....	2.10
Dartmouth Station to end of line.....	2.12
Sydney Station to wharf.....	1.06
North Sydney Station to wharf.....	0.82
Switch near Pictou landing to coal wharf.....	0.75
Pictou Station to wharf.....	0.15
Pictou Station to Copper Crown Smelter.....	0.72
Logan's Tannery siding.....	0.48
Pugwash Station to wharf.....	0.07
Sackville Wharf Branch.....	0.47
Dorchester Wharf Branch.....	1.00
Moncton Wharf Branch.....	1.00
Courtney Bay Branch.....	2.39
St. John water front extension.....	0.44
St. John Station to Deep Water Wharf.....	0.28
New Castle Wharf Branch.....	1.75
Dalhousie Station to wharf.....	0.50
Campbellton Wharf Branch.....	0.43
Rimouski Wharf Branch.....	2.00
Trois Pistoles Spur.....	2.38
Rivière du Loup Wharf Branch.....	4.35
St. Pacôme Spur.....	1.27
Nicolet Station to wharf.....	2.08
Carmel Branch, main line to village.....	1.05
Blackville to Indiantown.....	8.50
Fort Lawrence Spur.....	1.18
Wallace Spur.....	2.00
Petit Rocher Spur to wharf.....	1.35
	43.54

WINDSOR BRANCH.

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

PRINCE EDWARD ISLAND RAILWAY.

	Miles.
Souris to Tignish.....	166
Mount Stewart to Georgetown.....	24
Charlottetown to Royalty Junction.....	5
Emerald Junction to Cape Traverse.....	13
Alberton to Cascumpee wharf.....	1
Charlottetown to Murray Harbour.....	52.3
Montague Junction to Montague.....	6.2
	267.5

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INTERCOLONIAL RAILWAY.

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since July 1, 1876.

Year.	Average Miles in Operation.	Working Expenses.		Gross Earnings.		Profit.		Loss.		Tons of Freight carried.	No. of Passengers carried.
		\$	cts.	\$	cts.	\$	cts.	\$	cts.		
1876-77	714	1,661,673	55	1,154,145	33			507,228	22	421,327	613,420
1877-78	714	1,816,273	56	1,378,946	78			432,326	78	522,710	618,957
1878-79	714	2,010,183	22	1,294,009	69			716,083	53	510,861	640,101
1879-80	829	1,603,429	71	1,506,298	48			97,131	23	561,924	581,483
1880-81	840	1,759,851	27	1,760,393	92		542 65			725,777	631,245
1881-82	840	2,069,657	45	2,079,262	66		9,605 18			838,956	779,994
1882-83	840	2,360,373	27	2,370,910	10		17,547 18			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 69		1,143,020	942,784
1887-88	971	3,366,781	74	2,983,336	95			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			1,312,710	1,301,062
1894-95	1,142	2,936,902	74	2,940,717	95		3,815 21			1,276,816	1,352,667
1895-96	1,142	3,012,827	62	2,957,670	10			55,187 52		1,379,618	1,471,866
1896-97	1,145	2,925,968	67	2,866,028	02			59,940 65		1,296,028	1,501,690
1897-98	1,201	3,327,648	51	3,117,669	85			209,978 66		1,434,576	1,523,444
1898-99	1,301	3,675,686	21	3,738,331	44		62,645 43			1,750,761	1,603,055
1899-1900	1,301	4,431,404	69	4,552,071	71		120,667 02			2,151,208	1,029,754
1900-01	1,301	5,460,422	64	4,972,235	87			488,186 77		2,111,310	2,517,255
1901-02	1,301	5,574,563	30	5,671,385	91		96,822 61			2,385,816	2,186,226
1902-03	1,315	6,196,633	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			2,606,073	2,044,847
1907-08	1,448	9,157,435	53	9,173,558	80		16,123 27			4,134,064	2,789,371
1908-09	*1,447-13	9,328,021	55	8,527,069	46			800,952 09		3,573,972	2,907,237

† The year 1906-07 was nine months only ; the Canadian fiscal year having been changed to close on March 31, instead of June 30.

* The railway was remeasured in this year.

9-10 EDWARD VII., A. 1910

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1909.

Year.	Miles in operation.	Passenger Traffic.		Freight Traffic.		Mails and Sundries.		Total.	
		§	cts.	§	cts.	§	cts.	§	cts.
1876-77	714	460,368	15	607,564	99	86,512	21	1,154,443	33
1877-78	714	475,256	82	801,709	82	101,985	07	1,378,946	78
1878-79	814	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
1880-81	840	545,114	48	1,113,872	21	101,407	23	1,760,493	92
1881-82	850	651,296	94	1,303,496	00	124,470	72	2,079,262	66
1882-83	940	741,992	72	1,487,601	98	141,326	40	2,379,910	10
1883-84	887	775,783	77	1,461,390	37	147,240	78	2,383,414	92
1884-85	941	747,285	13	1,542,052	10	151,566	35	2,441,203	66
1885-86	946	765,900	03	1,523,487	72	160,706	13	2,450,093	88
1886-87	977	828,328	28	1,677,971	59	153,817	06	2,660,116	93
1887-88	971	884,448	07	1,932,877	85	166,010	13	2,983,336	95
1888-89	971	906,246	47	1,909,094	44	152,460	09	2,967,801	00
1889-90	971	895,094	53	1,964,646	86	152,998	48	3,012,739	87
1890-91	1,094	962,316	88	1,854,629	88	160,448	62	2,977,395	38
1891-92	1,142	961,427	94	1,803,529	03	180,485	00	2,945,441	97
1892-93	1,132	1,002,912	74	1,868,853	84	184,468	80	3,065,499	09
1893-94	1,142	958,915	13	1,834,126	34	193,762	51	2,987,502	27
1894-95	1,142	963,914	44	1,782,608	54	194,194	97	2,940,717	95
1895-96	1,142	971,426	26	1,788,813	18	197,400	66	2,957,640	10
1896-97	1,145	979,005	57	1,687,050	42	199,472	03	2,866,028	02
1897-98	1,201	1,053,864	64	1,857,740	06	206,065	15	3,117,669	85
1898-99	1,315	1,167,453	16	2,348,096	58	222,781	70	3,738,331	44
1899-1900	1,315	1,404,469	87	2,912,790	52	234,811	32	4,552,071	91
1900-01	1,315	1,607,166	79	3,121,006	15	244,062	93	4,972,235	87
1901-02	1,315	1,770,941	13	3,644,513	42	255,931	36	5,761,385	91
1902-03	1,315	1,927,916	87	4,128,255	00	268,151	75	6,324,323	72
1903-04	1,321	2,021,568	40	4,041,122	48	276,540	55	6,339,231	43
1904-05	1,446	2,105,066	75	4,373,178	75	305,277	53	6,783,522	83
1905-06	1,446	2,297,716	52	5,019,805	53	326,307	85	7,643,829	90
1906-07	1,448	1,952,438	88	4,032,745	00	263,127	12	6,248,311	00
1907-08	1,448	2,711,416	98	6,054,493	45	407,643	37	9,173,358	80
1908-09	*1,447-13	2,628,218	57	5,502,550	58	396,300	31	8,527,069	46

* As remeasured in this year.
† 1906-07, nine months only.

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INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1909.

Year.	Miles in Operation.	Local	Through	Total.
		Freight.	Freight.	
		Tons.	Tons.	Tons.
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	571,784	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	483,352	989,936
1885-6	946	580,076	413,712	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	566,442	1,267,816
1895-6	1,142	1,101,229	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	1,445	1,996,869	609,204	*2,606,073
1907-8	1,448	3,227,435	906,629	4,134,064
1908-9	†1,447-13	2,742,454	831,518	3,573,972

*1906-07 nine months only.
 †As remeasured in this year.

9-10 EDWARD VII., A. 1910

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried, yearly, from July 1, 1876, to March 31, 1909.

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			619,957
1878-9	714			640,101
1879-80	820			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	85,635	1,301,662
1894-5	1,142	1,272,284	80,383	1,352,667
1895-6	1,142	1,386,803	85,063	1,471,866
1896-7	1,145	1,416,631	85,059	1,501,690
1897-8	1,201	1,438,590	89,854	1,528,444
1898-9	1,315	1,504,652	98,443	1,603,095
1899-1900	1,315	1,878,858	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
1907-8	1,448	2,593,886	195,485	2,789,371
1908-9	†1,447	2,656,217	251,020	2,907,237

*1906-07 nine months only.

†As remeasured in this year.

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The following table shows the number of tons of coal carried over the Interecolonial 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 July 1, 1876.

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	19,532	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	309,727	529,659
1888-9		160,026	27,923	338,538	526,487
1889-90		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
1898-9		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	596,296	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
1907-8	22	183	4,245	1,061,694	1,066,134
1908-9	514	945	4,243	909,050	914,752

* 1906-07 nine months only.

9-10 EDWARD VII., A. 1910

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial Railway for shipment since July 1, 1876.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77.....				1892-93.....	156,306	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.
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	1907-08.....			"
				1908-09.....			"

* Via Montreal. 1906-07 nine months only.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial Railway since July 1, 1876.

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
1884-85.....	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	1907-08.....	1,528,620
		1908-09.....	1,466,920

1906-07 nine months only.

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TABLE showing the number of bushels of grain carried during each year over the Inter-colonial Railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77.....	292,852	1893-94.....	1,304,684
1877-78.....	331,170	1894-95.....	1,036,384
1878-79.....	302,921	1895-96.....	1,064,385
1879-80.....	534,021	1896-97.....	1,093,499
1880-81.....	565,678	1897-98.....	1,551,372
1881-82.....	560,253	1898-99.....	2,595,353
1882-83.....	1,195,601	1899-1900.....	2,720,453
1883-84.....	654,673	1900-1901.....	3,535,364
1884-85.....	734,902	1901-02.....	2,959,761
1885-86.....	849,806	1902-03.....	3,392,252
1886-87.....	1,018,395	1903-04.....	2,788,772
1887-88.....	1,219,035	1904-05.....	3,317,910
1888-89.....	1,256,158	1905-06.....	2,924,226
1889-90.....	2,610,202	1906-07.....	2,231,864
1890-91.....	2,890,921	1907-08.....	4,567,245
1891-92.....	3,776,677	1908-09.....	4,727,268
1892-93.....	1,514,619		

1906-07 nine months only.

TABLE showing the quantity of lumber in feet carried during each year over the Inter-colonial Railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77.....	50,096,474	1893-94.....	200,507,949
1877-78.....	56,626,547	1894-95.....	202,247,269
1878-79.....	55,626,696	1895-96.....	226,332,715
1879-80.....	55,462,654	1896-97.....	243,355,725
1880-81.....	72,841,388	1897-98.....	354,093,816
1881-82.....	78,356,418	1898-99.....	306,554,031
1882-83.....	104,633,417	1899-1900.....	379,350,974
1883-84.....	131,120,948	1900-1901.....	396,858,964
1884-85.....	138,493,675	1901-02.....	428,051,029
1885-86.....	117,186,512	1902-03.....	459,231,589
1886-87.....	161,801,763	1903-04.....	465,379,803
1887-88.....	197,755,272	1904-05.....	518,434,310
1888-89.....	199,507,777	1905-06.....	572,878,600
1889-90.....	210,886,071	1906-07.....	452,602,703
1890-91.....	184,188,324	1907-08.....	754,759,383
1891-92.....	175,474,340	1908-09.....	571,395,101
1892-93.....	181,211,013		

1906-07 nine months only.

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TABLE showing the number of live stock carried during each year over the Intercolonial Railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77.....	34,414	1893-94.....	79,203
1877-78.....	46,498	1894-95.....	72,106
1878-79.....	47,584	1895-96.....	64,051
1879-80.....	70,390	1896-97.....	72,082
1880-81.....	61,574	1897-98.....	89,301
1881-82.....	73,479	1898-99.....	109,821
1882-83.....	68,338	1899-1900.....	92,813
1883-84.....	60,090	1900-01.....	95,923
1884-85.....	70,785	1901-02.....	98,495
1885-86.....	74,498	1902-03.....	127,060
1886-87.....	82,896	1903-04.....	115,006
1887-88.....	98,302	1904-05.....	110,670
1888-89.....	85,960	1905-06.....	106,589
1889-90.....	80,771	1906-07.....	97,381
1890-91.....	95,529	1907-08.....	99,824
1891-92.....	87,889	1908-09.....	104,165
1892-93.....	93,369		

1906-07 nine months.

TABLE showing the number of tons of ocean-borne goods to and from Europe carried over the Intercolonial Railway during each year since July 1, 1876.

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		23,835	33,571
1892-93.....		7,295		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.....		2,462	243	31,555	34,263
1899-1900.....		6,880	307	37,108	39,794
1900-01.....	322	7,780	1,142	155,514	163,838
1901-02.....	1,106	11,925	1,528	172,733	183,147
1902-03.....	817	21,377	1,194	124,695	138,631
1903-04.....	2,079	15,325	2,994	146,070	174,520
1904-05.....	284	17,217	3,687	85,853	105,149
1905-06.....	2,026	15,922	5,337	128,462	153,042
1906-07.....	1,384	16,652	436	110,447	128,219
1907-08.....	2,410	16,552	519	134,541	154,052
1908-09.....	2,487	23,402	649	119,913	146,451

1906-07 nine months only.

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TABLE showing the number of tons of raw and refined sugar carried over the Inter-colonial Railway during each year since July 1, 1876.

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					
1881-82.....		14,256		1,290	15,546		4,022		2,902	6,924
1882-83.....		9,465		508	9,973		7,146		3,607	10,753
1883-84.....		13,778		3,068	16,846		11,126		5,497	16,623
1884-85.....		10,381		3,661	14,042		4,543		7,265	21,808
1885-86.....		4,394		3,998	8,392		18,024		8,445	26,469
1886-87.....		20,450		8,500	28,950		7,674		5,858	13,518
1887-88.....		14,320		14,085	28,405		15,044		8,395	23,439
1888-89.....		24,358		7,160	31,518		21,641		7,133	28,774
1889-90.....		7,390		8,913	16,303		12,955		11,120	24,075
1890-91.....		5,088	4,670	8,215	17,973		6,778		6,125	12,903
1891-92.....		7,142	3,960	10,535	21,637		10,130	468	5,996	16,594
1892-93.....				10,137	10,137		12,633	7,647	12,414	32,721
1893-94.....				6,775	6,775		8,327	6,456	7,840	22,623
1894-95.....				10,342	10,342		17,729	6,967	8,885	33,581
1895-96.....				9,824	9,824		13,351	15,819	4,695	33,865
1896-97.....				4,925	4,925		15,138	13,734	11,309	40,181
1897-98.....							5,694	8,069	6,957	20,720
1898-99.....							6,624	8,821	10,989	26,534
1899-1900.....		96			96		8,138	2,193	15,833	26,164
1900-01.....		489			489		9,795	257	19,655	29,907
1901-02.....		90			90		14,791	12	10,615	25,821
1902-03.....		194		11,553	11,643		6,831	861	18,839	29,632
1903-04.....		357		17,137	17,331		5,763	1,636	20,529	31,111
1904-05.....	602	509	78	7,495	8,727		8,628	879	29,400	44,920
1905-06.....		715	68	1,495	15,684		7,107	224	22,937	31,764
1906-07.....		394		9,308	10,091		4,235	176	24,780	41,459
1907-08.....		912		14,671	15,065		1,998	5,898	2,374	13,927
1908-09.....	6	1,705		4,371	5,283		5,280	10,555	723	21,073
				6,817	8,528		5,095	8,906	979	21,527
										36,507

1906-07—nine months only.

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TABLE showing the number of tons of fresh and salt fish carried over the Intercolonial Railway during each year since 1876.

Year.	FRESH FISH.					SALT FISH.				
	Via Ste. Rosalie.	Via Mont- real.	Via St. John	To Local Stations	Total.	Via Ste. Rosalie.	Via Mont- real.	Via St. John	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	7,554
1882-83.....		542	384	393	1,319		3,229	759	1,354	5,412
1883-84.....		838	1,682	412	2,932		1,322	1,143	1,224	3,689
1884-85.....		1,062	1,885	484	3,431		3,563	3,600	1,596	8,759
1885-86.....		1,669	1,645	902	4,216		1,680	2,047	3,376	7,103
1886-87.....		1,278	1,572	2,008	4,858		3,236	569	1,747	5,552
1887-88.....		1,533	1,477	1,031	4,041		2,617	476	1,099	4,193
1888-89.....		2,474	2,000	1,870	6,344		3,070	7,746	2,994	13,810
1889-90.....		2,235	1,787	2,111	6,223		2,449	847	3,288	6,584
1890-91.....		2,029	2,788	1,848	6,665		1,953	1,917	3,236	7,106
1891-92.....		1,367	1,746	547	3,660		1,946	928	1,889	4,763
1892-93.....		1,683	1,875	3,340	6,898		3,262	1,811	2,176	7,249
1893-94.....		1,959	2,192	2,224	6,375		2,921	1,814	2,962	7,697
1894-95.....		2,006	3,726	1,160	6,892		2,075	1,849	5,285	10,209
1895-96.....		1,966	3,059	1,319	6,344		1,863	1,087	2,791	5,741
1896-97.....		3,307	3,115	1,286	7,708		2,168	1,176	2,536	5,880
1897-98.....		3,575	3,703	1,052	8,330		1,729	1,066	2,210	5,005
1898-99.....		1,210	2,070	3,305	6,583		1,651	1,198	3,625	5,474
1899-1900.....		2,547	2,706	3,686	8,939		2,421	1,563	2,659	6,643
1900-01.....	37	2,009	3,207	4,125	9,393	360	3,419	1,346	4,643	9,768
1901-02.....	219	3,013	4,373	5,477	13,082	283	3,150	1,413	5,196	10,042
1902-03.....	140	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1903-04.....	539	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1904-05.....	779	1,902	3,674	5,516	11,871	433	2,673	272	6,759	10,137
1905-06.....	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07.....	320	2,882	3,712	7,400	14,314	307	3,156	416	6,348	10,227
1907-08.....	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527
1908-09.....	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244

1906-07—nine months only.

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STATEMENT of Ocean-borne Passenger business done at the Port of Halifax for the fiscal year ending March 31, 1909.

Name of Steamer.	Number of Passengers.			
	1st	2nd	Steerage.	Total.
Empress of Britain.....	153	57	41	251
Empress of Ireland.....	103	32	38	173
Corsican.....	83	573	1,250	1,906
Grampian.....	63	450	1,011	1,524
Virginian.....	174	1,024	2,305	3,503
Tunisian.....	104	1,038	2,639	3,841
Hesperian.....	45	376	964	1,385
Victorian.....	164	934	2,445	3,543
Carthaginian.....	68	137	469	674
Dominion.....	.....	83	85	168
Volturne.....	1	16	395	412
Uranium.....	.....	12	240	252
Pretorian.....	10	269	380	659
Ryandam.....	.....	.....	366	366
Jelunga.....	.....	2	206	208
Badenia.....	.....	.....	661	661
Lutzow.....	.....	8	566	574
Bremen.....	.....	2	292	294
Armenia.....	.....	.....	148	148
Ionian.....	.....	266	504	770
Pomeranian.....	.....	114	368	482
Siberian.....	36	75	209	320
Mongolian.....	59	192	313	564
Sardinian.....	.....	72	389	461
Laurentian.....	.....	82	87	169
Numidian.....	3	37	264	304
Sicilian.....	.....	60	48	108
Corinthian.....	.....	69	98	167
Kensington.....	.....	194	877	1,071
Southwark.....	.....	66	454	520
Canada.....	3	64	186	253
Haverford.....	10	53	63
Merion.....	11	19	30
Vancouver.....	22	44	66
Total.....	1,069	6,347	18,474	25,890

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COMPARATIVE STATEMENT of Ocean-borne Passenger business done at the Port of St. John for the fiscal year ending March 31, 1909.

Name of Steamer.	Number of Passengers.			
	1st	2nd	Immigrant.	Total.
Montreal.....			154	154
Manitoba.....			8	8
Empress of Britain.....			53	53
Lake Champlain.....			4	4
Lake Michigan.....			30	30
Empress of Ireland.....			14	14
Montford.....			32	32
Montezuma.....			23	23
Mount Temple.....			10	10
Lake Erie.....			1	1
Virginian.....	4	4	7	15
Victorian.....	1	2	5	8
Grampian.....			1	1
Corsican.....			4	4
Parisian.....			2	2
Tunisian.....			1	1
Sardinian.....	1		1	2
Cassandra.....	5	2	83	90
Total.....	11	8	433	452

STATEMENT of Ocean-borne Passenger business done at the Port of Quebec for the fiscal year ending March 31, 1909.

Line of Steamers.	Number of Passengers.		
	1st	2nd	Total.
Allan.....	50	387	437
C. P. R.....	37	401	438
Dominion.....	21	338	359
Donaldson.....	10	53	63
Total.....	118	1,179	1,297

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STATEMENT of Ocean-borne Freight Traffic via Halifax for the year ending
March 31, 1909.

Line of Steamers.	Import.	Export.
	Tons.	Tons.
Furness Line	14,059	34,183
Pickford & Black S.S. Co.	8,644	22,939
Elder-Dempster Co.	4,279	6,690
C. P. R. S.S. Line.	231	143
Dominion Line.	6	
Allan Line.	11,584	3,340
Canada Atlantic & P. S.S.	1,111	572
Red Cross Line.	222	338
Manchester Line.		4,475
Various steamers, tramp and sailing vessels.	2,896	5,676
Total.	43,032	78,356

STATEMENT of Ocean-borne Freight Traffic via St. John for the year ending
March 31, 1909.

Line of Steamers.	Import.	Export.
	Tons.	Tons.
C. P. R.	3,588	1,966
Donaldson.	4,134	4,095
Allan.	2,789	8,999 ³⁴⁰ ₂₀₀₀
Furness.	1,408	18,693 ¹⁷⁹² ₂₀₀₀
Manchester.	1,651	9,359 ¹²⁸ ₂₀₀₀
Pickford & Black S.S. Co.	643	
Elder-Dempster.	2,335	
South Africa.		2,639
Head Line.		3,731 ²⁰⁰ ₂₀₀₀
West Indies.		1,179 ⁴³⁵ ₂₀₀₀
Total.	16,548	50,628 ²⁴³ ₂₀₀₀

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WINDSOR BRANCH.

This road is operated by the Dominion Atlantic Railway Company, (formerly the Windsor and Annapolis Railway Company), under a lease which covers also running powers over the Intercolonial Railway between Windsor Junction and Halifax. The company retain two-thirds of the gross earnings, and the government receive one-third of the gross earnings, for maintaining the way and works.

Year.	Miles in operation.	One-third gross earnings.	Proportion credited to line Windsor Junction to Halifax.	Proportion credited to the Windsor Branch.	Maintenance expenses.	Profit.		Loss.	
						\$	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	18,099 55		7,953 64		
1882-83..	32	31,199 77	8,085 88	24,113 89	23,103 93		1,009 96		
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86		878 07		
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96		5,699 39		
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49		4,428 62		
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33				714 7
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 48	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	50,793 84	11,626 20	39,077 64	14,640 07		24,437 57		
1895-96..	32	47,456 74	10,894 91	36,561 83	16,476 46		20,985 37		
1896-97..	32	54,208 81	13,605 58	40,603 23	10,821 04		29,782 19		
1897-98..	32	48,892 21	11,665 57	37,226 64	18,181 09		14,045 01		
1898-99..	32	56,314 51	13,840 48	42,474 04	12,873 06		29,600 94		
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56		34,459 87		
1900-01..	32	62,523 20	15,261 31	47,261 89	16,862 66		30,399 23		
1901-02..	32	65,315 38	15,710 79	49,604 59	16,376 27		33,228 32		
1902-03..	32	56,417 38	13,856 57	42,560 81	17,843 19		24,717 62		
1903-04..	32	72,708 54	19,074 49	53,634 05	24,281 09		29,352 96		
1904-05..	32	66,798 46	16,759 79	50,038 67	26,863 16		23,175 51		
1905-06..	32	65,936 66	16,484 16	49,452 50	17,485 97		31,966 53		
1906-07..	32	61,597 30	16,156 78	45,440 52	15,425 32		30,015 20		
1907-08..	32	76,471 58	20,041 17	56,430 41	37,912 11		18,518 20		
1908-09..	32	75,781 80	19,750 47	56,031 33	36,234 55		19,796 78		

1906-7.—Nine months only.

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PRINCE EDWARD ISLAND RAILWAY.

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	37,298	90,533
1880-81.....	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82.....	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1882-83.....	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84.....	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1884-85.....	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86.....	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1886-87.....	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1887-88.....	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1888-89.....	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1889-90.....	211	266,485 85	164,971 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	121,493
1897-98.....	211	231,418 74	158,950 61	72,468 13	57,539	126,510
1898-99.....	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900.....	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01.....	211	261,766 24	193,833 48	67,883 76	73,696	157,793
1901-02.....	210	270,159 97	197,999 97	72,160 00	75,381	184,748
1902-03.....	209	259,637 82	217,714 24	41,923 58	80,582	205,265
1903-04.....	209	335,695 44	234,399 03	101,305 41	86,286	224,517
1904-05.....	209	370,464 44	217,339 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
1907-08.....	267	399,947 79	304,579 83	95,367 96	97,250	317,828
1908-09.....	267 5	400,350 00	311,319 63	89,030 78	106,090	352,758

1906-7 nine months only.

CANALS.

The cost of construction and enlargement of the canals and improvements to the rivers and lakes up to March 31, 1909, is as follows:—

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	9,570,566	95			12,160,099	80
Lake St. Louis					298,176	11	298,176	11
Soulanges Canal	6,973,113	38					6,973,113	38
Beauharnois Canal (superseded by the Soulanges Canal)	1,636,690	26					1,636,690	26
Lake St. Francis					75,906	71	75,906	71
Cornwall Canal	1,945,624	73	5,289,952	87			7,234,677	60
Williamsburg Canal	1,320,655	54	10,696	26				
Farran's Point Canal			877,090	57				
Rapide Plat Canal			2,158,242	00			10,485,611	69
Galops Canal			6,118,927	32				
Galops Rapids					1,037,837	79	1,037,837	79
St. Lawrence River and Reaches					711,238	93	711,238	93
North Channel					1,684,389	51	1,684,389	51
Murray Canal	1,248,946	71					1,248,946	71
Welland Canal	7,693,824	03	20,644,791	99			28,338,616	02
Sault Ste. Marie Canal	4,821,723	47					4,821,723	47
Total	28,230,110	97	44,669,367	96	3,807,549	05	76,707,027	98

Route from Lachine to Ottawa.

	Original Construction.		Enlargement.		Total.	
	§	cts.	§	cts.	§	cts.
Ste. Anne's Lock	134,456	51	1,035,759	12	1,170,215	63
Carillon and Grenville	63,053	64	4,119,039	32	4,182,092	96
Culbute Canal (superseded)	382,776	46			382,776	46
Total	580,286	61	5,154,798	44	5,735,085	05

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			4,575,488	44

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

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Chambly Canal.	637,056 76	13,464 92	650,521 68
St. Ours Lock	121,537 65	.....	121,537 65
Total	758,594 41	13,464 92	772,059 33

Route from Lake Ontario to Georgian Bay.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Trent Canal	6,873,501 09	.....	6,873,501 09
Total	6,873,501 09	.....	6,873,501 09

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

TABLE showing the dates of opening and closing of the canals for the season of 1908.

Name of Canal.	Navigation opened 1908.	Navigation closed 1908.
Lachine	May 2	December 2
Soulanges	" 1	" 2
Cornwall	" 1	" 4
Williamsburg.	{ Fairan's Point	" 5
	{ Rapide Plat.	" 5
	{ Galops	" 5
Murray	April 20	" 9
Welland	" 15	" 17
Sault Ste. Marie	" 21	" 15
Grenville	May 1	November 30
Carillon	" 1	" 30
Ste. Anne's	April 27	" 30
Chambly	May 4	" 30
St. Ours	April 28	" 30
Rideau	{ At Ottawa	" 30
	{ At Kingston	" 19
	{ From Lake Simcoe to Balsam Lake	" 16
Trent	{ " Balsam Lake to Lakefield	October 7
	{ " Lakefield to Peterborough	November 5
	{ " Peterborough to Healey Falls	" 5
St. Peter's	" 23	" 14
St. Peter's	" 1	January 2, 1909

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(3)—COMPARATIVE Statement of tons of freight which passed through the canals in seasons of 1907 and 1908.

Name of Canal.	Season of 1907.	Season of 1908.	Number of trips of vessels.	
			Season of 1907.	Season of 1908.
	Tons.	Tons.		
Welland Canal.....	1,614,132	1,703,453	1,582	2,351
St. Lawrence Canals ..	2,100,466	2,009,102	10,086	8,025
Chambly Canal.....	625,282	503,276	4,179	3,594
Ottawa River Canals.....	337,850	258,527	2,034	1,882
Rideau Canal.....	82,369	89,640	6,356	7,981
St. Peter's Canal.....	73,167	72,015	1,337	1,380
Trent Canal.....	69,806	81,690	4,785	5,025
Murray Canal.....	52,402	25,901	1,053	998
Sault Ste. Marie Canal.....	15,588,165	12,759,216	6,349	5,293
Total.....	20,543,639	17,502,820	38,161	36,529

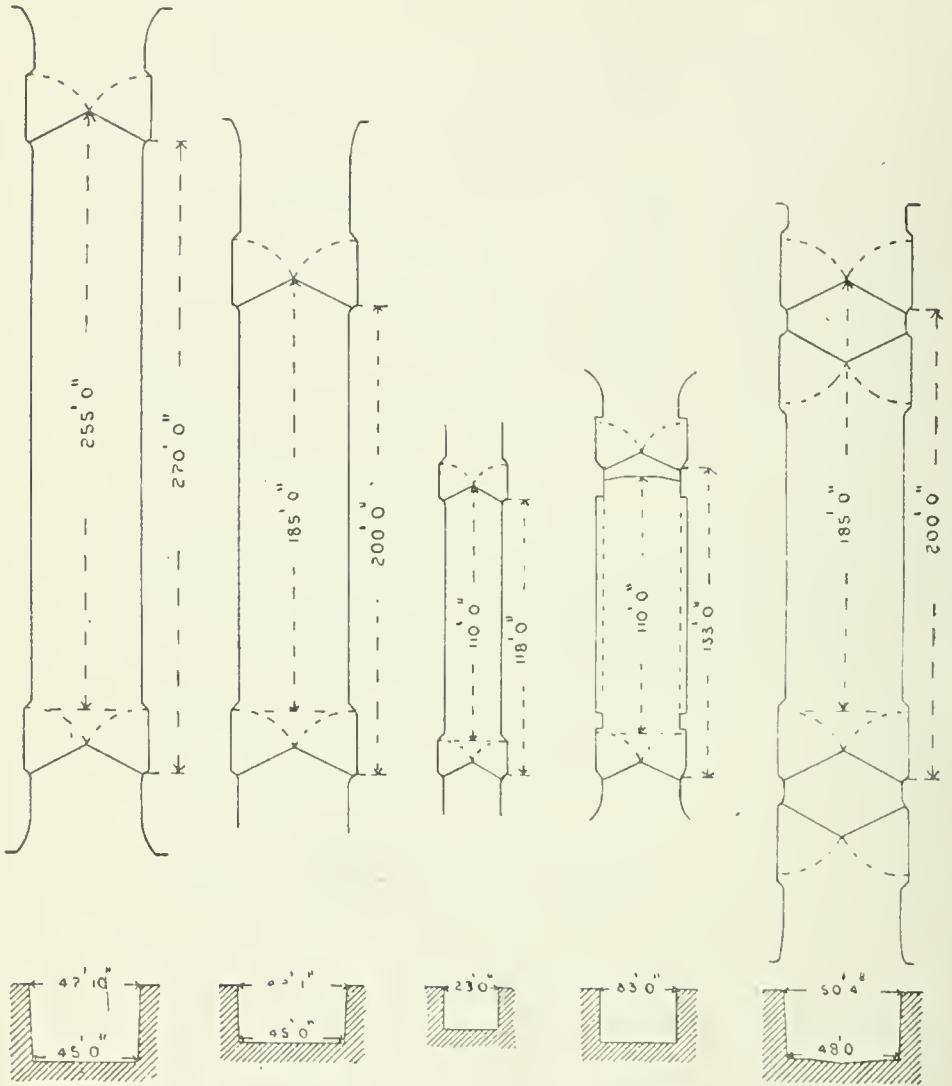
CANALS

DIAGRAM SHOWING DIMENSIONS OF THE SMALLEST LOCK ON EACH
CANAL. LENGTHS AND LOCATIONS OF THE DOMINION
CANALS AND THE INTERMEDIATE WATERS

WITH

DIMENSIONS OF LOCKS

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



Lachine

St Anne,
St Ours,
Carillon,
& Grenville.

Chambly

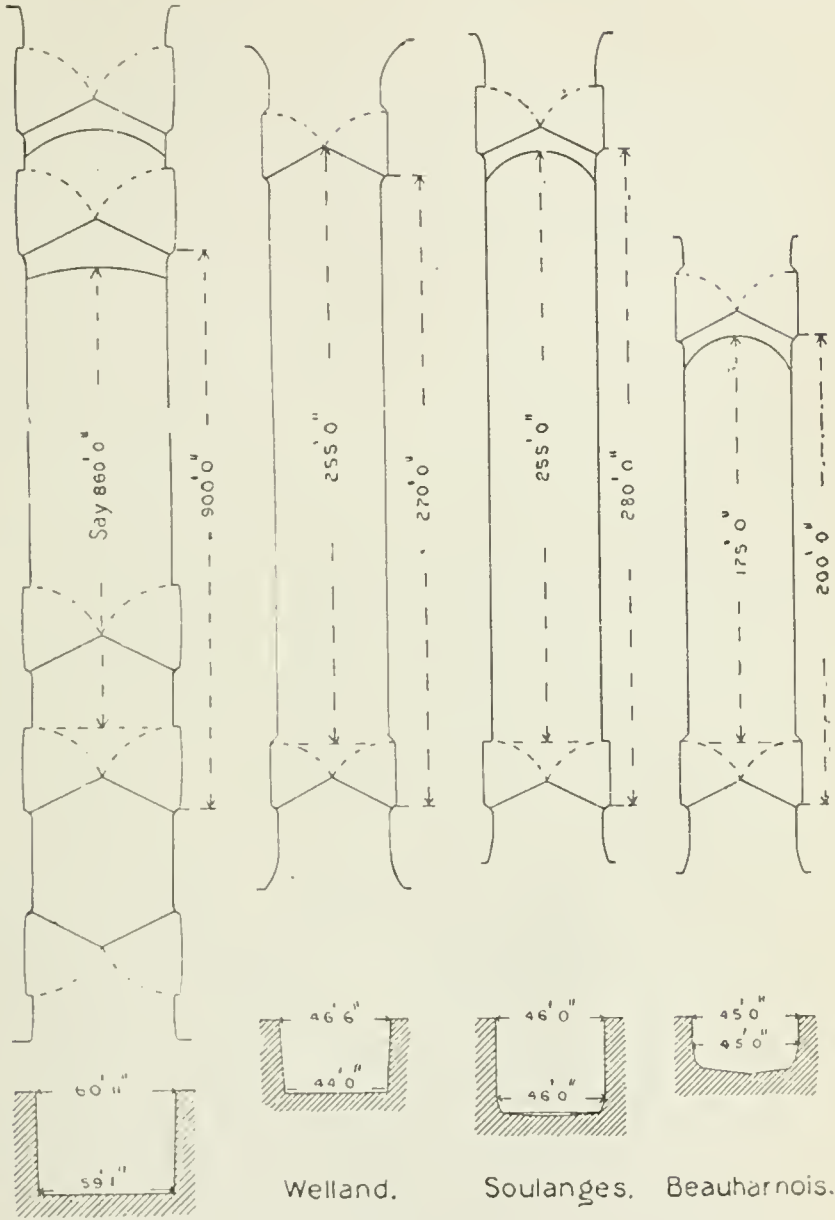
Rideau

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.

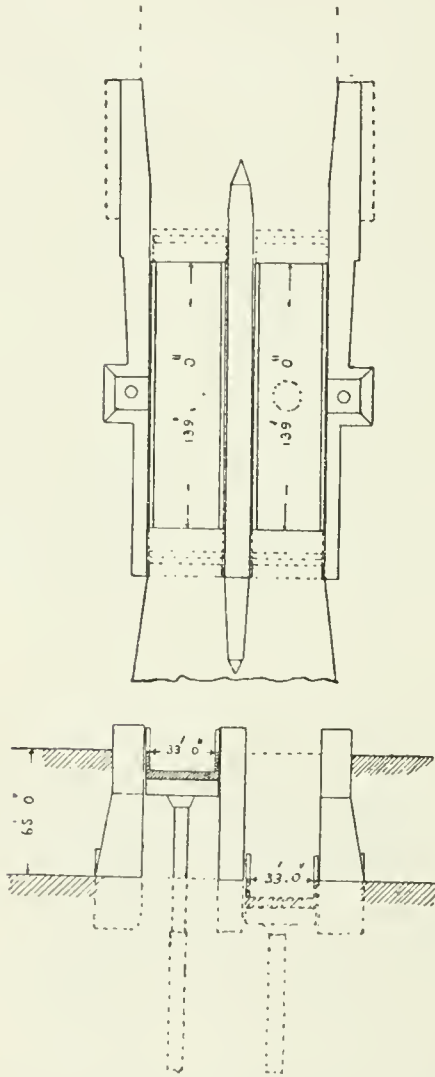


Sault Ste Marie.

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

TRENT CANAL

Hydraulic Lift-Lock at Peterborough
65 Feet Lift



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 Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water.)

	Statute Miles.
1. Lachine Canal.... .	8½
Lake St. Louis and River St. Lawrence.... .	16
2. Soulanges Canal.. . . .	14
Lake St. Francis and River St. Lawrence.. . . .	33
3. Cornwall Canal.. . . .	11
River St. Lawrence.. . . .	5
4. Farran's Point Canal.. . . .	1¼
River St. Lawrence.. . . .	10
5. Rapide Plat Canal.. . . .	3¾
River St. Lawrence.. . . .	4
6. Galops Canal.. . . .	7¾
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 or to Fort William.. . . .	273
Total.. . . .	1,230¼
To Duluth.. . . .	1,354
Chicago.. . . .	1,286

Second—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. Ste. 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.

1. Trent Canal (not completed).

Fifth.—Ocean to the Bras d'Or Lakes.

1. St. Peter's Canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, or Fort William on the west coast of Lake Superior, a distance of 2,233 statute miles. The distance to Duluth is 2,357 miles. The distance to Chicago, 2,289 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160

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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 10 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 Department of Marine and Fisheries. The channel has a depth of 30 feet at extreme low water, and a minimum width of 450 feet, extending to 600 feet at points of curvature. The channel is lighted and buoyed. A 35 foot deep channel was commenced in 1907.

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 influences 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, 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.

Improvements of the United States channels in St. Mary's river through Hay lake, east of the Sault Ste. Marie, have been carried on for several years past. 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. In the year 1903 excavation was 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
Dimensions 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 "

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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 two lower north locks, however, have been lengthened to 270 feet, and have 16½ feet of water on the 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 "

The canal extends from Cascades Point to Coteau Landing, overcoming the Cascades rapids, Cedars 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 50 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 33 miles, which is 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	1¼ mile
Number of locks	1
New lock	800 feet by 45 feet
Old lock	200 "
Total rise or lockage	3½ feet
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

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

RAPIDE PLAT CANAL.

Length of canal.	3 $\frac{2}{3}$ miles.
Number of locks.	2
Dimensions of locks.	270 feet by 45 feet.
Total rise or lockage.	11 $\frac{1}{2}$ feet.
Depth of water on sills.	14 "
Breadth of canal at bottom.	80 "
Breadth of canal at water surface.	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	
Dimensions of locks, one of which is a guard-lock.	} 1-800 by 45 1-270 by 45 1-285 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 piers.	5 $\frac{1}{2}$ miles.
Breadth at bottom.	80 feet.
Breadth at water surface.	120 "
Depth below lowest known lake level.	11 "
No locks.	

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

WELLAND CANAL.

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

	Old Line.	Enlarged on New Line
Length of canal..	27 $\frac{1}{2}$ miles.	26 $\frac{3}{4}$ miles.
Pairs of guard-gates (formerly 3).. . .		1
Number of locks. } guard..	1	1
	lift..... 26	25
Dimensions..	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..	326 $\frac{3}{4}$ feet.	326 $\frac{3}{4}$ feet.
Depth of water on sills..	10 $\frac{1}{2}$ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—

Port Robinson Cut to River Welland..	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct..	300 "
Chippewa Cut to River Niagara..	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson..	2
Dimensions of locks..	150 by 26 $\frac{1}{2}$ feet.
Total lockage from the canal at Welland down to River Welland..	10 feet.
Depth of water on sills..	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal..	21 miles.
Number of locks..	2
Dimensions of locks..	} 1 of 150 by 26 $\frac{1}{2}$ ft. 1 of 200 by 45 ft.
Total rise or lockage..	7 to 8 feet.
Depth of water on sills..	9 feet.

PORT MAITLAND BRANCH.

Length of canal..	1 $\frac{3}{4}$ miles.
Number of locks..	1
Dimensions of locks..	185 feet by 45 feet.
Depth of water on sills..	7 $\frac{1}{2}$ feet.
Total rise or lockage..	1 to 8 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, 11 $\frac{3}{4}$ 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 274 miles, and to Duluth 397 miles.

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SAULT STE. MARIE CANAL.

Length of Canal, between the extreme ends of the entrance piers.	1 $\frac{1}{30}$ miles or 7,472 feet
Number of locks.	1
Dimensions of locks.	900 feet by 60 feet at water level; width at lock bottom, 59 feet.
Depth of water on sills (at lowest known water level).	19 feet 3 inches.
Total rise or lockage (mean).	19 feet.
Breadth of canal at bottom.	141 feet 8 inches.
Breadth at surface of water.	150 feet.

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

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245 $\frac{3}{8}$ 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 $\frac{1}{2}$
Ste. Anne's Lock and piers.	$\frac{1}{8}$	23 $\frac{3}{8}$
Ste. Anne's Lock to Carillon Canal	27	50 $\frac{3}{8}$
The Carillon Canal.	$\frac{3}{4}$	51 $\frac{3}{8}$
From Carillon to Grenville Canal.	6 $\frac{1}{4}$	57 $\frac{3}{8}$
The Grenville Canal.	5 $\frac{3}{4}$	63 $\frac{3}{8}$
From the Grenville Canal to entrance of Rideau Navigation	56	119 $\frac{3}{8}$
Rideau Navigation ending at Kingston.	126 $\frac{1}{4}$	245 $\frac{3}{8}$

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal.	$\frac{1}{8}$ mile	$\frac{1}{8}$ 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 on sills.	9 "	6 "

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This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal.	¾ 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 is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

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

GRENVILLE CANAL.

Length of canal.	5¾ miles.
Number of locks.	5
Dimensions of locks.	200 x 45 feet.
Total rise or lockage.	43¾ feet.
Depth of water on sills.	9 "
Breadth of canal at bottom.	40 to 50 feet.
Breadth of canal at surface of water.	50 to 80 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.	126¼ miles.
Number of locks from Ottawa to Kingston.	{ 33 ascending. 14 descending.
Total lockage. 457½	{ 292¼ rise and 165¼ fall. } at high water.
Dimensions of locks.	134 x 33 feet.
Depth of water on sills.	5 feet.
Navigation depth through the several reaches.	5 "
Breadth of canal reaches at bottom.	{ 54 feet in rock. 60 feet in earth.
Breadth of canal at surface of water.	80 feet in earth.

PERTH BRANCH.

Length of canal.	7 miles.				
Number of locks.	2				
Dimensions of locks.	134 feet x 33 feet.				
Total rise or lockage.	26 "				
Depth of water on sills.	5 " 6 inches.				
Length of dam.	200 "				
Breadth of canal at surface of water.	80 "				
Breadth of canal at bottom.	<table border="0"> <tr> <td style="font-size: 2em; vertical-align: middle;">}</td> <td>40 " in rock.</td> </tr> <tr> <td style="font-size: 2em; vertical-align: middle;">}</td> <td>60 " in clay.</td> </tr> </table>	}	40 " in rock.	}	60 " in clay.
}	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.

The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Opinicon.

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

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

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

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Interme- diate Distance.	Tota 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

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ST. OURS LOCK AND DAM.

Length.	$\frac{1}{8}$ mile.
Number of locks.	1
Dimensions of lock.	200 feet by 45 feet.
Total rise or lockage.	5 feet.
Depth of water on sills.	7 "
Length of dam in western channel.	690 "

At St. Ours, 14 miles from Sorrel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal.	12 miles.	
Number of locks.	9	
Dimensions of locks—		
Guard lock No. 1 at St. Johns.	122 feet	} From 22½ to 24 feet wide.
Lift lock No. 2.	124 "	
Lift locks Nos. 3, 4, 5, 6.	118 "	
Lift locks Nos. 7, 8, 9 combined.	125 "	
Total rise or lockage.	74 "	
Depth of water on sills.	7 "	
Breadth of canal at bottom.	36 "	
Breadth of canal at surface of water.	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in 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. The route from Lake Simcoe to Georgian Bay, Lake Huron has not yet been determined.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon Lake south, affords communication with the town of Lindsay, and, through Lake Scugog, to Port Perry, a distance of 180 miles from Trenton.

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

1. From Trenton, on Bay of Quinte, to Rice lake, as present being improved to give 8 feet 4 inches on lock sills, and 9 feet in reaches. 57 miles.
Of this distance, from Healy Falls to Hastings, a distance of about twenty miles is already navigable for 6 feet draught.
2. From lower end of Rice lake to Gamebridge on Lake Simcoe, navigable with a minimum depth of 6 feet. 121 miles.
3. Across Lake Simcoe to Narrows near Orillia, navigable with minimum depth of 6 feet. 15 miles.
4. Narrows to Washago, on Lake Couchiching, navigable with minimum depth of 6 feet. 10 miles.

From the main line of the canal in Sturgeon lake near Sturgeon point, approximately 144 miles from Trenton, a branch runs through Lindsay to Port Perry via the Scugog river and lake, a distance of about 36 miles. South of Lindsay navigation is limited to about 4 feet draught. A new concrete lock and dam are now under construction at Lindsay.

The all-river route from Trenton, on the Bay of Quinte, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 57 miles has been divided into seven sections, five of which are under contract. Rice lake is 369 feet above low water level of Lake Ontario, which height will probably be overcome by 18 locks.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings; Peterborough; Peterborough to Lakefield 7 locks, one being an hydraulic lift; Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being an hydraulic lift.

Also dams at Healy Falls, Hastings, Peterborough, Peterborough to Lakefield, 6; Young's Point, Burleigh, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale and three between Balsam and Simcoe lakes.

Bridges have also been built at many of the locks and at other places.

At Healy Falls, about 37 miles from Trenton, a timber dam maintains six feet navigation to Hastings, a distance of about 14 miles.

At Hastings is a masonry lock and a timber dam which maintain navigation on the Trent river. Rice lake and the Otonabee river to Peterborough, a distance of about 36 miles.

At Peterborough, 87 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield Division, a distance of about three-quarters of a mile.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2 and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 97 from Trenton, and thence on five miles further to Young's Point.

At Young's Point, a masonry lock and timber dam maintain navigation through Clear and Stoney lakes to Burleigh, a distance of about nine miles.

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At Burleigh, a masonry lock of two lifts and timber dam maintain navigation through Lovesick lake, about two miles, to Lovesick.

At Lovesick, a masonry lock and timber dam maintain navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about 16½ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 135 miles from Trenton.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about 14½ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a timber dam which maintain navigation across Cameron lakes to Rosedale, a distance of about 3½ miles, to a new concrete lock of the same dimensions as those on the Ontario-Rice Lake Division. This new lock will be placed in commission in the spring of 1910.

At Rosedale, the new concrete lock, and the dam which will be built in the summer of 1910 will maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam Lake with the lock, which is about 165 miles from Trenton.

At Rosedale, there is at present an old wooden lock and dam which maintain navigation on the summit level, the route being about a mile longer than via the new lock.

At the Kirkfield hydraulic lock is a drop from the summit level of 50.44 feet. From this point to Gamebridge on Lake Simcoe, 178 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1, 2 and 3.

From Cooks bay on Lake Simcoe, 28½ miles from Gamebridge on the main line, the Holland river is being improved for six feet navigation, so as to afford communication with Newmarket 13½ miles from the lake, or 220 miles from Trenton.

The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on Lake Simcoe.

	Length between Hollow Quoins.	Width.	Depth on Sill.	Lift.
	Ft.	Ft.	Ft.	Ft.
1 Lock at Hastings.....	134	33	6	9
1 " at Peterborough.....	134	33	6	9
1 " No. 6, Peterborough—Lakefield Division.....	142	33	6	12
1 " at Peterborough, hydraulic lift lock No. 1.....	140	33	6	65
1 " No. 5, Peterborough—Lakefield Division.....	142	33	6	14
1 " No. 4, " " " ".....	142	33	6	12
1 " No. 3, " " " ".....	142	33	6	12
1 " No. 2, " " " ".....	142	33	6	10
1 " No. 1, " " " ".....	142	33	6	16
1 " at Young's Point.....	134	33	6	6
2 " at Burleigh, each 11½ feet.....	134 150	33	6	23
	{ Upper Lower			
1 " at Lovesick.....	134	33	6	4
1 " at Buckhorn.....	134	33	6	9
1 " at Bobcaygeon.....	134	33	6	7
2 " at Fenelon Falls, each 12 feet.....	134 150	33	6	24
	{ Upper Lower			
1 " at Rosedale.....	175	33	8 4 in.	4
1 " at Kirkfield, hydraulic lift lock No. 2.....	140	33	6	50.44
1 " No. 1, Simcoe—Balsam Lake Division.....	142	33	6	21
1 " No. 2, " " " ".....	142	33	6	14
1 " No. 3, " " " ".....	142	33	6	14
1 " No. 4, " " " ".....	142	33	6	14
1 " No. 5, " " " ".....	142	33	6	11
24				
1 " at Lindsay, Scugog Branch.....	142	33	6	6.5

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ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,400 feet.
Breadth at water line	55 feet.
Lock	1 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 "

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.

PART VIII

RAILWAY SUBSIDIES

RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR SINCE 1882.

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 Métapédia, 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

- 7. To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$115,200
 - 8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 160,000
 - 9. To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 256,000
 - 10. To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800
 - 11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 102,400
 - 12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 160,000
 - 13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 89,600
 - 14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 80,000
- In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.
- 15. For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
 - 16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 660,000
- In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

“The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively ; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively ; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make ; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister ; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers

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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 Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 70,400

28.	To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$160,000
29.	To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883).....	128,000
30.	To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
31.	To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	262,400
32.	To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
33.	To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
34.	For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole.....	200,000
35.	For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
36.	For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
37.	For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
38.	For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	217,600
39.	For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
40.	For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
41.	To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
42.	For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspébiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole.....	300,000
43.	For a branch of the Intercolonial Railway, from Derby Station to Indian-town, fourteen miles, a sum not exceeding in the whole.....	140,000

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are

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granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

“ Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By the special Act 47 Vic., cap. 6, 1884 (*Assented to 19th April, 1884*):

44. Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the “ Esquimalt and Nanaimo Railway Company ” in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000

By the Act 48-49 Vic., cap. 59, 1885 (*Assented to 20th July, 1885*):

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 166,400
46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400
47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000
48. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000
49. To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole..... 96,000
50. To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.

51.	To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole	\$30,000
52.	To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	92,000
53.	To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000
54.	To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole	10,500
55.	For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	25,600
56.	For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	44,800
57.	To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of	70,000
58.	To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of	320,000
59.	For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of	217,600
60.	To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000
61.	For a line of railway from Indian town via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	140,800

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

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“ Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine.”

By the Act 48-49 Vic., cap. 58, 1885 (*Assented to 20th July, 1885*):—

- 62.** For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.
- 63.** For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax, via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
- 64.** The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

“If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it.”

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

65.	For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000
66.	For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
67.	To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indian town, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
68.	To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
69.	To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	118,400
70.	To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	179,200
71.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
72.	For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
73.	For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	108,800
74.	For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
75.	For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000

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76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400
77. For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole.....	361,270
79. For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
81. For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile).....	186,295
83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
84. For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of.....	6,000
85. To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
86. For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
88. For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
90. For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400

91.	For a railway from a point on the Intercolonial Railway near Newcastle or via 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 Jogzins 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 Beaulharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Auicet, 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

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 84½ 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..... \$21,439 84

“ All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.”

By the Act 52 Vic., chap. 3, 1889. (*Assented to 2nd May, 1889*):—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000 00
- 154.** For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 22,400 00
- 155.** For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800 00
- 156.** For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000 00
- 157.** To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole..... 31,771 43
- 158.** To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole..... 244,500 00

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159.	To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	\$145,000 00
160.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole..	35,000 00
161.	For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	16,000 00
162.	To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole.....	375,000 00
163.	To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	19,200 00
164.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	96,000 00
165.	To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole.....	30,000 00
166.	To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	32,000 00
167.	For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	163,200 00
168.	To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	3,200 00
169.	To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
170.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00

171.	To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
172.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
173.	For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000 00
174.	To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
175.	To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400 00
176.	To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
177.	To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
178.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
179.	To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
180.	To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
181.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
182.	To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400 00

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- 183.** For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00
- 184.** To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

“So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

“The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

“And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chapter 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 19 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 Petrolia via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
193.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole.....	83,000
194.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
195.	To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
196.	To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000

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197. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 51,200
198. To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
199. To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
200. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
201. To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
202. To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
203. To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
204. For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205. To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400
206. To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

" Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say:—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3

"Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid."

207.	For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 240,000
208.	To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole....	50,000
209.	To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole.....	3,840
210.	For completing the Montreal and Sorel Railway from St. Lambert to Sorel.....	40,000
211.	To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	24,000
212.	To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	10,200
213.	To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed.....	37,500
214.	To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
215.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
216.	To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
217.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
218.	To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	57,600
219.	To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway,	

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	near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of	\$288,000
220.	To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.	68,400
221.	For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	9,600
222.	To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.	112,000
223.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	80,000
224.	For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
225.	To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
226.	To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	51,200
227.	For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	35,200
228.	To the Orford Mountain Railway Company, for thirty-one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	99,200
229.	For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	48,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,

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including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

“The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines.”

By the special Act 53 Vic., ch. 5, 1890 (*Assented to 16th May, 1890*):—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 (*Assented to 30th Sept., 1891*):—

231. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance

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	remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole.....	\$ 28,100 00
232.	To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding.....	5,250 00
233.	To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00
234.	To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	92,784 00
235.	To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	79,700 00
236.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
237.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	46,040 00
238.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole....	89,600 00
239.	To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of.....	179,200 00

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“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles ; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited ; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

“ Provided that the subsidy hereby granted to the Brockville, Westport and Sult Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say :—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council ; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows : on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

“ Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

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ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

“The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 (*Assented to 9th July, 1892*):—

241.	To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3.	\$224,000 00
242.	To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole.	264,000 00
243.	To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	80,000 00
244.	To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	9,600 00
245.	To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	67,200 00
246.	To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000 00
247.	To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of.	15,100 00
248.	To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole.	35,480 00
249.	To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	60,800 00

250.	For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400 00
251.	To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole.....	80,000 00
252.	To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake	80,000 00
253.	To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000 00
254.	To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
255.	To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ...	21,600 00
256.	To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	9,600 00
257.	For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000 00
258.	To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	156,800 00
259.	To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
260.	For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400 00
261.	For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	25,600 00
262.	For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600 00

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- 263. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
- 264. To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of..... 179,200 00

“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles : Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

265. To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed \$108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of \$108,000 : Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company : Provided further, that the company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding \$400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.

266.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$64,000 00
267.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole.....	96,800 00
268.	To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	40,000 00
269.	To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	44,000 00
	Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway.	
270.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$96,000 00
271.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
272.	For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	240,000 00
273.	To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole.....	64,000 00
274.	To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00

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275.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000 00
276.	To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
277.	To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400 00
278.	To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	112,000 00
279.	To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole.....	21,600 00
280.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
281.	To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200 00
282.	To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole.....	63,000 00
283.	To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200 00
284.	To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600 00
285.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
286.	To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on	

	the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 80,000 00
287.	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	160,000 00
288.	To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	172,400 00
289.	For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	38,400 00
290.	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	57,600 00
291.	To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole	114,125 00
292.	To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole	14,720 00
293.	To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	25,024 00

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated

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Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines."

294. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

295. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—

- | | | |
|-------------|---|--------------|
| 296. | To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 64,000 00 |
| 297. | To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 00 |
| 298. | To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 00 |
| 299. | To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between | |

	Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
300.	To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole.....	81,040 00
301.	To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	145,000 00
302.	To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole.....	3,500 00
303.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200 00
304.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..	30,400 00
305.	To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	89,248 00
306.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
307.	To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole.....	4,500 00
308.	To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole.....	25,600 00
309.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific	

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	Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000 00
310.	To the Montfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200 00
311.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
312.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	97,600 00
313.	To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of.....	20,000 00
314.	To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00

All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed

in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows :—

“(a.) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows : on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section ;

“(b.) The subsidy to the Oshawa Railway Company, which shall be paid as follows : on the completion of the “Town” or “Northern” section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the “Lake” section of the said railway.”

By the Act 57-58 Vic., cap. 4, 1894. (*Assented to, 23rd July, 1894*) :—

315.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 48,000
316.	To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding	86,800
317.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	51,200
318.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagersville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole	4,790
319.	To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	108,800
320.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding \$3,200 per mile ; the whole not exceeding	118,400
321	Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of	288,000

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322. To the Philipsburg Junction Railway and Quarry Company, for $\frac{67}{100}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 2,912
323. To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	23,600
324. To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed \$15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of \$1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding.....	274,940
325. For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	25,600
326. For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
327. For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
328. For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	38,400
329. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole.....	41,100

330.	To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of 7½ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 24,000
331.	To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	73,172
332.	To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,046
333.	For a railway from a point on the Intercolonial Railway near Newcastle via Douglstown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
334.	For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
335.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding \$3,200 per mile nor exceeding in the whole.....	83,200
336.	For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding.....	300,000
337.	To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	217,000
338.	To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
339.	To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000

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340. For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 160,000
341. To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
342. To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
343. To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
344. To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400
345. To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
346. To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
347. To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding \$3,200 per mile; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	44,800
348. To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	73,600
349. To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
350. To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding \$3,200 per mile; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	32,000
351. For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
352. To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000

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 Caraqueet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the

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 $3\frac{50}{100}$ miles of their railway from the present terminus, through Tilsonburg to the Michigan Central Railway, in the province of Ontario.
- 388.** To the Ottawa, Arnprior and Parry Sound Railway Company, for 52 miles of their railway, from the crossing of the Northern Pacific Junction Railway to 55 miles west of Barry's Bay, and also for 4 miles of their railway across Parry Island ;
- 389.** To the Pembroke Southern Railway Company, for 20 miles of their railway from Pembroke to Golden Lake, in the province of Ontario ;
- 390.** To the Ontario and Rainy River Railway Company, for 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy Lake, in the province of Ontario ;
- 391.** To the Strathroy and Western Counties Railway Company, for 7 miles of their railway, commencing at a point at or near Caradoc Station on the Canadian Pacific Railway and extending to the town of Strathroy ;
- 392.** To the Phillipsburg Railway and Quarry Company, for $\frac{6\frac{6}{100}}{100}$ mile of their railway from the end of the subsidized section to the government wharf at Phillipsburg ;
- 393.** To the United Counties Railway Company, for 1 mile of their railway from Johnson to St. Grégoire Station, in the province of Quebec ;
- 394.** To the St. Lawrence and Adirondack Railway Company, for $13\frac{1}{2}$ miles of their railway from Beauharnois to Caughnawaga, in the province of Quebec ;
- 395.** To the East Richelieu Valley Railway Company, for 24 miles of their railway from Iberville to St. Thomas, boundary of Missisquoi County, in the province of Quebec ;
- 396.** To the Portage du Fort and Bristol Branch Railway Company, for 15 miles of their railway to a point at or near Shawville, in the county of Pontiac ;
- 397.** For a railway from a point at or near Windsor Junction, on the Intercolonial Railway, to Upper Musquodoboit, for a distance of 40 miles ;
- 398.** To the St. Stephens and Milltown Railway Company, for $1\frac{1\frac{1}{100}}{100}$ mile of their railway from Milltown to St. Stephen, in the province of New Brunswick ;
- 399.** For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles ;
- 400.** For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 401.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 402.** For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles ;
- 403.** To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia ;
- 404.** For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles

- 405.** To the Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the province of Quebec, to Hawkesbury, in the province of Ontario;
- 406.** To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River, provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the government.

3. The Governor in Council may grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say :—

- 407.** To the Great Northern Railway Company, for 67 miles of their railway between Montcalm and its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the St. Maurice River, the balance remaining unpaid of the subsidies granted by chapter 2 of 1893, and by chapter 4 of 1894, between these points, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....\$ 182,400 00
- 408.** To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, also for bridging the Ottawa River, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, and by chapter 4 of 1894, not exceeding..... 114,272 00
- 409.** To the Ottawa and Gatineau Railway Company, for 62 miles of their railway from Hull towards Désert, in the province of Quebec, the balance remaining unpaid of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 35,872 00
- 410.** To the Grand Trunk Railway Company of Canada, for a subsidy towards the rebuilding and enlargement of the Victoria Bridge at Montreal over the St. Lawrence River, 15 per cent upon the amount expended thereon, not exceeding..... 300,000 00
- 411.** To the Montfort Colonization Railway Company, for 33 miles of their railway from Montfort Junction to Arundel, in the province of Quebec, a subsidy not exceeding \$2,000 per mile, nor exceeding in the whole..... 66,000 00
- 412.** To the Irondale, Bancroft and Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 16,000 00
- 413.** To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding..... 52,500 00
- 414.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding..... 112,500 00

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and

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upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

6. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of \$3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. (*Assented to 29th June, 1897.*)

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line,") to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway ; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say :—

On the part of the company :

(a.) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever ;

(b.) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town ;

(c.) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid ;

(d.) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort

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William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely:—

Upon all green and fresh fruits, 33½ per cent ;

Coal oil, 20 per cent ;

Cordage and binder twine, 10 per cent ;

Agricultural implements of all kinds, set up or in parts, 10 per cent ;

Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;

All kinds of wire, 10 per cent ;

Window glass, 10 per cent ;

Paper for building and roofing purposes, 10 per cent ; *

Roofing felt, box and packing, 10 per cent ;

Paints of all kinds and oils, 10 per cent ;

Live stock, 10 per cent ;

Wooden ware, 10 per cent ;

Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(e.) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner:—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(f.) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(g.) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(h.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct :

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(i.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it as stipulated for in the said agreement, become entitled to and shall get any lands as a subsidy from the Government of British Columbia which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, then the company will cause to be conveyed to the Crown, in the interest of Canada, a portion thereof to the extent of fifty thousand acres, the same to be of equal value per acre as coal lands with the residue of such lands. The said fifty thousand acres to be selected by the Government in such fair and equitable manner as may be determined by the Governor in Council, and to be thereafter held or disposed of or otherwise dealt with by the Government as it may think fit on such conditions, if any, as may be prescribed by the Governor in Council, for the purpose of securing a sufficient and suitable supply of coal to the public at reasonable prices, not exceeding two dollars per ton of two thousand pounds free on board cars at the mines.

And on the part of the Government, to pay the said subsidy by instalments as aforesaid.

2. The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

3. In order to facilitate such financial arrangements as will enable the company to complete the railway as aforesaid without delay and to acquire and consolidate with it the railway from Dunmore to Lethbridge, hereinafter called "the Alberta Branch," which, under the authority of chapter thirty-eight of the statutes of 1893, it now operates as lessee, and is under covenant to purchase, the company may issue bonds which will be a first lien and charge and be secured exclusively upon the said Alberta Branch and Crow's Nest Line together in the same way and with the same effect as if both the said pieces of railway to be so consolidated were being built by the company as one branch of its railway within the meaning of section one of chapter fifty-one of the statutes of 1888, and that section shall apply accordingly, such first lien to be subject to the payment of the purchase money of the Alberta Branch, as provided for in the said covenant to purchase.

By the Act 62-63 Vic., chapter 7 (*Assented to 11th August, 1899*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

415. To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Coe Hill or Rathbun Station on the company's railway to, or near to Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by chapter 5 of 1892;

- 416.** To the Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction, on the Lower Laurentian Railway, Quebec, not exceeding $53\frac{1}{2}$ miles; and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding $6\frac{1}{2}$ miles.
- 417.** To the Phillipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section, to the government wharf at Phillipsburg, Quebec, not exceeding $\frac{6.6}{100}$ of a mile;
- 418.** To the Strathroy and Western Counties Railway Company, for a line from Strathroy, Ontario, via Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 419.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the county of York, New Brunswick, to Woodstock, in the county of Carleton, not exceeding 59 miles;
- 420.** For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding thirty miles;
- 421.** For a railway from Windsor, Nova Scotia, to Truro, via the township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 422.** For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 423.** For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles;
- 424.** For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Île aux Noix, not exceeding 19 miles;
- 425.** For a railway between Pontypool and Bobcaygeon, via Lindsay, Ontario, not exceeding 40 miles.
- 426.** To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 427.** To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 428.** To the Orford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles;
- 429.** To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to 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 Nominiguc, 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 $2\frac{1}{2}$ miles ;
- 459.** To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond boundary road near Deseronto for a distance not exceeding 2 miles ; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 460.** To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles ; and also for an extension of the company's railway southerly, from the present southern terminus thereof to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles ; but the last mentioned aid for the said 2 miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 461.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles ;
- 462.** For a line of railway from Paspébiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles ;
- 463.** To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgetown, Ontario, to St. Thomas, in the said province, a distance not exceeding 44 miles ; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council ;
- 464.** To the Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the iron mine at Bluff Point and to the Martele mine in the county of Renfrew, not exceeding 5 miles ;

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465. For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :—

466. The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole	\$ 896,000 00
467. To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government engineers, of materials delivered and work done...	1,000,000 00
468. To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec.....	50,000 00
469. Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding.....	35,000 00
470. Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding...	50,000 00
471. Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding....	15,000 00
472. To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding.....	33,750 00
473. To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding.....	16,425 00
474. Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding	15,000 00
475. Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding.....	15,000 00

4. The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section, except as may be authorized by Parliament; nor shall any of the said railways be leased to or operated by any other company; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

5. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of

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which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and 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 arrangement and other lights 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 ;

And also for an extension from a point on the railway to connect their railway with the Brockville, Westport and Sault Ste. Marie Railway, the Bay of Quinté Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, the balance remaining of the subsidy granted by chapter 5 of 1892, not exceeding $9\frac{1}{2}$ miles.

- 487.** For a railway from Dymont, on the Canadian Pacific Railway, to the New Klondike mining district, Ontario, not exceeding 7 miles.
- 488.** To the Schomberg and Aurora Railway Company, for an extension of their line from its easterly terminus to a point at or near Bond's Lake, Ontario, not exceeding 4 miles.
- 489.** To the Nipissing and James Bay Railway Company, for a railway from, at or near North Bay station, on the Canadian Pacific Railway, towards James Bay, or Lake Tamagaming, Ontario, not exceeding 20 miles.
- 490.** In aid of the Ottawa and New York Railway Company's bridge over the St. Lawrence River, and for the Canadian portion of such bridge, a sum not exceeding \$90,000.
- 491.** To the Grand Trunk Railway Company of Canada, towards the cost of the rebuilding and enlargement of the Victoria Bridge over the St. Lawrence River, Quebec, in addition to the amount received by the company on account of the subsidy granted by chapter 4 of 1897, viz: \$270,000, to make up the grant in aid of the undertaking to \$500,000, upon condition that the tolls upon the bridge for passenger and vehicular traffic shall be subject to the approval of the Governor in Council, a sum not exceeding \$230,000.
- 492.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa, Ontario, and the city of Hull, Quebec, upon condition that the bridge be so constructed as to provide suitable facilities, to the satisfaction of the Minister of Railways and Canals, for free vehicular and foot passenger traffic, the same as upon a public highway, in addition to the \$112,500 already granted,—and, notwithstanding anything in the said Act, the subsidy hereby granted, together with the grant of \$112,500 under chapter 4 of 1897, shall be paid upon the completion of the bridge and its approaches, upon the Chief Engineer's report of such completion, and the recommendation of the Minister,—a sum not exceeding \$100,000.
- 493.** To the Canadian Northern Railway Company, in further extension of their railway north of Swan River towards Prince Albert, North-west Territories, in addition to the grant by chapter 7 of 1899, a further mileage not exceeding 100 miles.
- 494.** For a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, further westward, not exceeding 20 miles.
- 495.** For a railway from a point on the Alberta Railway and Coal Company's Railway towards Cardston, Alberta, N.W.T., for 30 miles of railway at \$2,500 per mile.
- 496.** To the Kaslo and Lardo-Duncan Railway Company, for a railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, not exceeding 30 miles.
- 497.** To the Restigouche and Western Railway Company, for the company's railway, in addition to the 15 miles subsidized by chapter 7 of 1899, on the easterly section of the line, and in continuation from the westerly end of the said 15 miles, a further distance of 15 miles towards the St. John River; and for the said railway, in addition to the 12 miles subsidized by the said chapter on the westerly section of the said line, a further distance from the easterly end thereof of 15 miles, towards Campbellton, N.B., not exceeding 30 miles.
- 498.** For a line of railway from St. Charles Junction on the Intercolonial Railway towards the St. Francis branch of the Temiscouata Railway, Quebec, not exceeding 45 miles, and from the mouth of the St. Francis River, N.B., westerly towards St. Charles Junction, 15 miles, in all not exceeding 60 miles.
- 499.** For a line of railway from Bristol, in the county of Carleton, New Brunswick, on the Canadian Pacific Railway, easterly, a distance not exceeding 17 miles.

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- 500.** For a line of railway from Shediac, county of Westmorland, New Brunswick, to Shemogue, and towards Cape Tormentine, in the said county, a distance not exceeding 38 miles.
- 501.** For a railway from Lockeport, Nova Scotia, to Sable River, or other convenient point of railway connection, not exceeding 20 miles.
- 502.** To the Inverness and Richmond Railway Company, for a railway in extension of the company's line northward from Broad Cove to Cheticamp, C.B., Nova Scotia, not exceeding 40 miles.
- 503.** For a railway from Bridgetown to Victoria Beach, Nova Scotia, not exceeding 30 miles.
- 504.** For a railway from a point on the Intercolonial Railway, Pietou 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

(c.) upon progress estimates on the certificate of the Chief Engineer of Railways and Canals, that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars; or

(d.) with respect to (b) and (c), part one way, part the other.

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the government, which agreement the government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

6. The Governor in Council may make it a condition of the subsidies hereby granted, or of any heretofore granted by any Act of Parliament as to which a contract has not yet been entered into between Her Majesty and the company for the construction of the railway, that the company shall lay its road with new steel rails made in Canada, if such rails are procurable in Canada of suitable quality upon terms as favourable as other rails can be obtained upon, of which the Minister of Railways and Canals shall be the judge.

7. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

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9. Paragraph 20 of section 2 of chapter 7 of the statutes of 1899 is amended by inserting after the word 'railway,' in the third line, the words 'or to connect the said lines.'

10. The subsidy provided for by chapter 7 of the statutes of 1899 towards the construction of a railway bridge over the St. Lawrence River at Chaudière Basin, near Quebec, shall be deemed to be applicable, as to one-third thereof, to the substructure and approaches, and as to two-thirds thereof to the superstructure, and the said subsidy may be paid upon that basis by authority of the Governor in Council, upon progress estimates to be furnished from time to time by the Chief Engineer of Government Railways and Canals, so that one-third of such subsidy, and no more, may be paid in respect of and upon completion of the masonry of the substructure and approaches of the said bridge, one-third, and no more, upon the work and material of one-half of the superstructure being done and supplied, in respect of such work and material, and the remaining one-third upon the completion of the whole work.

By the Act 1st Edward VII., chapter 7 (*Assented to May 23, 1901.*)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile;—

516. For a line of railway from a point on the Intercolonial Railway at or near New Glasgow to Country Harbour, Nova Scotia, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 34, not exceeding 80 miles.

517. To the Quebec and New Brunswick Railway Company, for a line of railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, Quebec, towards the present terminus of the St. Francis Branch of the Témiscouata Railway, New Brunswick, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis River, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 23; also for a line of railway in extension of the St. Francis Branch of the Témiscouata Railway to the mouth of the St. Francis River, New Brunswick, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 43, not exceeding 3 miles; in all not exceeding 63 miles.

- 518.** To the Montreal and Province Line Railway Company, for a line of railway from Farnham, Quebec, to Frelighsburg, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 37, not exceeding 19 miles.
- 519.** For a line of railway from a point on the Intercolonial Railway at or near Windsor Junction to Upper Musquodoboit, in lieu of 1897, cap. 4, sec. 2, paragraph 23, not exceeding 40 miles.
- 520.** For a line of railway from Pubnico, Nova Scotia, to Port Clyde or Clyde River, in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 2, paragraph 29, not exceeding 31 miles.
- 521.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from the western terminus of the 20 miles subsidized by 1899, cap. 7, sec. 2, paragraph 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 3; also from the terminus of previously subsidized lines at a point about 40 miles west of Golden Lake, westerly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles.
- 522.** For a line of railway from Chipman Station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 31, not exceeding 45 miles.
- 523.** To the Inverness and Richmond Railway Company, for a line of railway from a point at or near Point Tupper on the Intercolonial Railway, to Broad Cove and Cheticamp, Nova Scotia, in lieu of the subsidies granted by 1897, cap. 4, 1899, cap. 7, sec. 2, paragraph 29, and 1900, cap. 8, sec. 2, paragraph 27, not exceeding 98 miles.
- 524.** For a line of railway from Caplin to Paspebiac, Quebec, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company, and to contain the conditions that the subsidy when earned shall be paid in the following manner:—
- 1st. To the Hamilton Bridge Works Company in payment for bridge superstructures on the said section of railway, when furnished and erected by that company, not to exceed \$35,000;
 - 2nd. For the completion of the road-bed and works incidental thereto;
 - 3rd. Towards payment of overdue balances, pro rata, in settlement of claims for labour, boarding-house claims, and material and supplies furnished in connection with the construction of the said section of railway; in all not exceeding 30 miles.
- 525.** To the Schomberg and Aurora Railway Company, for a line of railway from a point on the Grand Trunk Railway between King and Newmarket, Ontario, to Schomberg, in lieu of the subsidy granted by 1897, cap. 4, not exceeding 15 miles.
- 526.** To the Ottawa and Gatineau Railway Company, for a line of railway from the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 5, not exceeding 20 miles.
- 527.** To the Restigouche and Western Railway Company, for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 10, not exceeding 20 miles.
- 528.** To the Pontiac Pacific Junction Railway Company, for 36 miles of its railway from a point at or near Shawville, crossing the Ottawa River via Calumet Island to Pembroke, including the bridging of both channels of the Ottawa River at Calumet Island, 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 3, paragraph 2, not exceeding \$115,200.
- 529.** To the Manitoulin and North Shore Railway Company, for its line of railway, from a point on its line of railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Railway, at or

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- near Goulais River, in addition to and in further extension of its railway subsidized by 1900, cap. 8, sec. 2, paragraph 6, an additional mileage not exceeding 130 miles.
- 530.** For a line of railway from Grandique Ferry, Nova Scotia, to Arichat, not exceeding 8 miles.
- 531.** To the Central Ontario Railway Company, for a further extension of its line of railway, subsidized by 1900, cap. 8, sec. 2, paragraph 5, northward, to a junction with the Canada Atlantic Railway, at or near Whitney, Ontario, not exceeding 20 miles.
- 532.** To the Kingston and Pembroke Railway Company, for a line of railway from a point at or near Sharbot Lake, Ontario, via Lanark, to Carleton Place, not exceeding 41 miles.
- 533.** To the Norwood and Apsley Railway Company, for a line of railway from Norwood, Ontario, to the village of Apsley, not exceeding 30 miles.
- 534.** For a line of railway from a point on the Dominion Atlantic Railway at or near Wolfville, Nova Scotia, to the Government pier on the Basin of Minas, not exceeding one mile.
- 535.** To the Algoma Central and Hudson Bay Railway Company, for a line of railway from Sault Ste. Marie to a point on the Canadian Pacific Railway at or near White River, in the district of Algoma, in extension of the subsidy granted to the Algoma Central Railway by 1899, cap. 8, sec. 2, paragraph 23, and by 1900, cap. 8, sec. 2, paragraph 4, a further and additional mileage not exceeding 135 miles.
- 536.** For a line of railway from Bridgetown, Nova Scotia, to Middleton, in extension of the line subsidized by 1900, cap. 8, sec. 2, paragraph 28, not exceeding 11 miles.
- 537.** For a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan River, not exceeding two miles.
- 538.** For a line of railway between Halifax and the Central Railway, Nova Scotia, from the end of the 40th mile from Halifax, subsidized by 1900, cap. 8, sec. 2, paragraph 40, to a junction with the Central Railway, Nova Scotia, not exceeding 30 miles.
- 539.** For a line of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, in the district of Algoma, not exceeding 9 miles.
- 540.** For a line of railway from Roberval, Quebec, westward towards James Bay, not exceeding 60 miles.
- 541.** For a line of railway from a point upon the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic River by way of Gimli, not exceeding 35 miles.
- 542.** To the Restigouche and Western Railway Company, for an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John River, not exceeding 33 miles.
- 543.** For a line of railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 21, not exceeding 30 miles.

3. The Governor in Council may grant to the Ottawa and Gatineau Railway, for its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding \$35,872.

4. The subsidies hereby authorized, and any subsidies heretofore authorized under any Act of Parliament of Canada still in force but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the

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Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) upon the completion of the work subsidized ; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) upon progress estimates on the certificate of the Chief Engineer of Government Railways, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or

(d.) with respect to (b.) and (c.), part one way, part the other.

5. The subsidy of 66 miles granted to the Manitoulin and North Shore Railway Company for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, by paragraph 6 of section 2 of chapter 8 of the statutes of 1900, may be contracted for with the company and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, in the township of Denison, and extending to Sudbury, and thence north-easterly towards Lake Wahnapiitæ, 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 undertaking 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 Mégantic, 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 Icelandio 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 Nipigon Railway Company, for a line of railway from Lake Superior to Lake Nipigon, and from a point on the north shore of Lake Nipigon 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, Nipigon 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 Aetnolite, 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.

- 605.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, not exceeding 5 miles.
- 606.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from a point on the Intercolonial Railway at or near Mine's Road Station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 (562) of this section.
- 607.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 (563) of this section, not exceeding 120 miles.
- 608.** To the Midland Railway Company, Limited, for a line of railway from Truro northerly towards Brule, not exceeding 34 miles.
- 609.** For a line of railway from St. Peters to Louisburg, not exceeding 50 miles.
- 610.** To the 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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3. To the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis River subsidized in favour of the South Shore Railway Company by section 3 of chapter 7 of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the Treasury out of subsidies earned or to be earned, \$35,000.

4. To the 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 Charlemaigne, 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.

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 Chateaugay 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,

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and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the chief engineer, entitles the company 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 Nominiguc 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 Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 51.
- 648.** To the Nipigon Railway Company, for the following lines of railway:—
- (a) From a point at or near Nipigon Station on the line of the Canadian Pacific Railway to Nipigon Lake, not exceeding 30 miles.
- (b) From a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway, not exceeding $3\frac{1}{2}$ 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 Debert Station, on the Interecolonial Railway, to Debert Coal Mine, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 20, not exceeding $4\frac{1}{2}$ miles.
- 665.** For a line of railway from a point at or near Toulon, to a point on the Icelandic River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 27, not exceeding 35 miles.
- 666.** To the Ontario, Northern and Temagami Railway Company (formerly the Temagami Railway Company), for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Temagami, in the District of Nipissing, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 36, not exceeding 50 miles.
- 667.** To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval to the Government wharf at Lake St. John, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 40, not exceeding one mile.
- 668.** For a line of railway from Truro northerly towards Brule, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 64, not exceeding 34 miles.
- 669.** To the Kootenay Central Railway Company, for a line of railway from Golden towards the International Boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 66, not exceeding 186 miles.
- 670.** To the Brockville, Westport and Sault Ste. Marie Railway Company, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was regranted by chapter 5 of 1892; the whole not exceeding \$86,800, being a revote of the subsidy granted by chapter 4 of 1894, and that the said subsidy or so much thereof as has heretofore been agreed upon by the terms of an agreement filed in the Department of Railways and Canals between said Brockville, Westport and Sault Ste. Marie Railway Company and the creditors of said Railway Company, to be paid over to the said creditors or the legal representatives of said creditors as mentioned in said agreement.
- 671.** For a line of railway from Jonquieres to La Baie des Ha Ha, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 7, not exceeding 20 miles.
- 672.** For a line of railway from St. Rose via the east side of Lake Ainslie to or towards Orangedale on the Interecolonial Railway, not exceeding 34 miles; and for a line of railway from a point on the Interecolonial 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

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 3.50 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'Acadian, to the Village of Rawdon, in lieu of the subsidy granted to the Chateauguay 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.

By Act 7-8 Edward VII., cap. 63, 1908 (*assented to 20th July, 1908*):—

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:—

Revotes.

711. To the Kettle River Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point fifty miles up the North Fork and East or West Fork of the North Fork, of Kettle River, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 39; not exceeding 50 miles.

712. For a line of railway from Owen Sound, in the Province of Ontario, to Meaford, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 18; not exceeding 30 miles.

713. For a line of railway from Sharbot Lake or Bathurst Station, in the Province of Ontario, or between these points, via Lanark Village, to Carleton Place, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 7; not exceeding 41 miles.

714. 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;

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(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 43 of 1906, section 1, item 10, not exceeding in all 80 miles.

715. 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 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 ;

(b) from Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(c) from a point at or near Sudbury, northerly, not exceeding 30 miles ; the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 1 ; not exceeding in all 194 miles.

716. To the Ontario, Northern and Timagami 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 Timagami, in the District of Nipissing, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 28 ; not exceeding 50 miles.

717. 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 43 of 1906, section 1, item 24 ; not exceeding 75 miles.

718. To the Bracebridge and Trading Lake Railway Company, for a railway in Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 1, for 15 miles ; not exceeding 16 miles.

719. To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 12 ; not exceeding 100 miles.

720. To the Matane and Gaspé Railway Company, for a line of railway from a point at or near Ste. Flavie, on the Intercolonial Railway, to Matane, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 44, for 30 miles ; not exceeding 38 miles.

721. To the Canadian Northern Quebec Railway Company, for a line of 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 Montfort and Gatineau line with the main line at St. Jerome, not exceeding 15.2 miles ; in lieu of the subsidies granted to the Great Northern Railway of Canada by chapter 43 of 1906, section 1, item 36 not exceeding in all 45.2 miles.

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- 722.** To the Canadian Northern Quebec Railway Company, for a line of railway from, or from near, Garneau Junction to Quebec, with a branch to or towards the Quebec Bridge, in lieu of the subsidy granted to the Great Northern Railway of Canada by chapter 43 of 1906, section 1, item 37, for 70 miles; not exceeding 83 miles.
- 723.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from a point at or near Causapsal, on the Intercolonial Railway, to Edmundston, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 160 miles.
- 724.** For a line of railway from Yamaska to a point in the County of Lotbinière, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 12, not exceeding 70 miles; and for a line of railway from Mount Johnson to St. Gregoire Station, in lieu of the subsidy granted to the United Counties Railway Company by chapter 7 of 1899, section 2, item 16, for one mile, not exceeding $1\frac{1}{2}$ mile; and not exceeding in all $71\frac{1}{2}$ miles.
- 725.** To the International Railway Company of New Brunswick, for a line of railway from the western end of the twenty miles of its railway, as already constructed from Campbellton, to a point on the St. John River between Grand Falls and Edmundston, in lieu of the subsidies granted by chapter 57 of 1903, section 2, items 14 and 59 respectively; not exceeding 90 miles.
- 726.** For a line of railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 8 of 1900, section 2, item 30; not exceeding 11 miles.
- 727.** To the Inverness Railway and Coal Company, 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, for 37 miles; not exceeding 37 miles.
- 728.** To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial Railway, thence via the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove on Inhabitant's Bay or River, not exceeding 4 miles; in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 21, for 38 miles; not exceeding in all 50 miles.
- 729.** To the Lotbinière and Megantic Railway Company, for a line of railway 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 Dufréswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles; in lieu of the subsidies granted by chapter 43 of 1906, section 1, items 3 and 20, respectively; not exceeding in all 80 miles.
- 730.** To the Cape Breton Railway Company, Limited, for a line of railway from Port Hawkesbury or Point Tupper, on the Strait of Canso, Nova Scotia, to St. Peter's, in lieu of the subsidy granted by chapter 7, of 1899, section 2, item 6, for 30 miles; not exceeding 31 miles.

- 731.** For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the County of Halifax, to a point at or near Deans Settlement, in the County of Halifax, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding 80 miles.
- 732.** For a line of railway from a point at or near Deans Settlement, in the County of Halifax, to a point at or near Melrose, in the County of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding 52 miles.
- 733.** For a line of railway from a point at or near New Glasgow, in the County of Pictou, to a point at or near Melrose, in the County of Guysborough, and from the said point at or near Melrose to Guysborough, in the County of Guysborough, with branch line to Country Harbour in the County of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding in all 116 miles.
- 734.** To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières Village to Baie des Ha Ha, via Laterrières Village, in lieu of the subsidy granted by chapter 43, of 1906, section 1, item 33, for 20 miles; not exceeding 24 miles.
- 735.** To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudiere Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 2, for 45 miles; not exceeding 62 miles.
- 736.** 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 Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 38; not exceeding 45 miles.
- 737.** For a line of railway from Tusket Wedge to a point on the Halifax South western Railway at or near Riverdale Station; not exceeding 8 miles.
- 738.** To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater, via upper Lahave; not exceeding 12 miles.
- 739.** To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London; not exceeding 35 miles.
- 740.** For a line of railway from a point at or near Centreville to Aylesford, or Kingston or Middleton, on the line of the Dominion Atlantic Railway; not exceeding 35 miles.
- 741.** For a line of railway from a point on the Canadian Pacific Railway at or near Plaster Rock to Riley Brook; not exceeding 28 miles.
- 742.** To the North Shore Railway Company, Limited (formerly the Beersville Coal and Railway Company), for a line of railway extending its present line from Beersville to Brown's Landing, not exceeding 7 miles; and for a branch line of railway from its main line to Mount Carlyle, not exceeding $2\frac{1}{2}$ miles; not exceeding in all $9\frac{1}{2}$ miles.
- 743.** To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental Railway; not exceeding 9 miles.

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- 744.** To the Vancouver and Lulu Island Railway Company, for a line of railway from Eburn, on its main line, to New Westminster; not exceeding 9.65 miles.
- 745.** To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point near French Creek to the village of Sandwich, not exceeding 41 miles; and for a line of railway from the village of Sandwich to Campbell River, not exceeding 38 miles; not exceeding in all 79 miles.
- 746.** For a line of railway from MacLeod, via Cardston, towards a point on the International Boundary west of range 21; not exceeding 45 miles.
- 747.** To the Southern Central Pacific Railway Company for a line of railway from a point at or near Cowley, in Alberta, to a point on Highwood River; not exceeding 50 miles.
- 748.** For a line of railway from a point at or near the town of Red Deer to a point on the North Saskatchewan River at or near Rocky Mountain House; not exceeding 70 miles.
- 749.** To the Canadian Pacific Railway Company, for a line of railway from Winnipeg Beach northerly to Gimli, not exceeding $9\frac{1}{2}$ miles; and for a line from Gimli to Riverton, not exceeding 25 miles; not exceeding in all $34\frac{1}{2}$ miles.
- 750.** To the Canadian Pacific Railway Company, for a line of railway from Moose Jaw; in a north-westerly direction; not exceeding 123 miles.
- 751.** To the Eastern Townships Railway Company, for a line of railway from the Intercolonial Railway at St. Leonard's Junction to Dudswell; not exceeding 36 miles.
- 752.** To the Quebec, Montreal and Southern Railway Company, for a line of railway from Noyan Junction to the international boundary, not exceeding 8 miles; and for a line of railway from St. Lambert to St. Constant, not exceeding 15 miles; not exceeding in all 23 miles.
- 753.** To the Quebec and Lake St. John Railway Company, for the following lines of railway:—
- (a) from Valcartier Station to St. Catherine; not exceeding 3.8 miles;
 - (b) from Valcartier Station towards Gosford; not exceeding $5\frac{1}{2}$ miles;
 - (c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls; not exceeding 5 miles;
 - (d) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;
 - (e) from a point on La Tuque branch to the steamboat landing near La Tuque; not exceeding 1.6 miles;
- not exceeding in all 20.9 miles.
- 754.** To the Quebec and Lake St. John Railway Company, for a line of railway from Herbertville to St. Joseph d'Alma; not exceeding 10 miles.
- 755.** To the St. Maurice Valley Railway Company, for a line of railway from Three Rivers to Grand Mere; not exceeding 28 miles.
- 756.** For a line of railway from a point on the main line of the Great Northern Railway at or near St. Jerome to Charlemagne (Bout de l'Île); not exceeding 22 miles.

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- 757.** To the North Eastern Railway Company, for a line of railway from a point east of Lake Temiskaming, at or near Villemarie, easterly : not exceeding 25 miles.
- 758.** To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury ; not exceeding 65 miles.
- 759.** For a line of railway from Montreal to a point on the National Transcontinental Railway ; not exceeding 200 miles.
- 760.** To the Quebec Central Railway Company, for an extension of its line of railway from St. George to or towards St. Justine ; not exceeding 30 miles.
- 761.** To the Maritime Coal Railway and Power Company, for a line of railway from Chignecto to a point on the Northumberland Straits, not exceeding 25 miles ; and from Joggins Mines to a point on the Bay of Fundy, not exceeding 1 mile ; not exceeding in all 26 miles.
- 762.** For a line of railway from St. Peters, in the County of Richmond, by the south shore of Bras d'Or Lake, to Sydney ; not exceeding 60 miles.
- 763.** To the Nipissing Central Railway Company, for a line of railway from a point on the Temiskaming and Northern Ontario Railway, at or near the town of New Liskeard, to a point in the township of Guigues, in the province of Quebec ; not exceeding 13 miles.
- 764.** To the Vancouver Island and Eastern Railway Company, for a line of railway from a point on the Esquimalt and Nanaimo Railway, near Campbell River, towards Fort George, on the line of the Grand Trunk Pacific Railway ; not exceeding 100 miles.
- 765.** To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver towards Fort George, on the line of the Grand Trunk Pacific Railway ; not exceeding 100 miles.
- 766.** For a line of railway around Death Rapid, British Columbia ; not exceeding 4 miles.
- 767.** To the Pacific Northern and Omineca Railway Company, for a line of railway from Kittimat to the Telkwa River ; not exceeding 110 miles.
- 768.** For a line of railway from Nicola to a point at or near Penticton ; not exceeding 100 miles.
- 769.** For a line of railway from Carmi to Penticton ; not exceeding 50 miles.
- 770.** To the St. Mary and Western Ontario Railway Company, for a line of railway from Woodstock to Exeter ; not exceeding 45 miles.
- 771.** To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point on the Canadian Pacific Railway northward towards the National Transcontinental Railway ; not exceeding 50 miles.
- 772.** To the Grand Trunk Pacific Railway Company, for branch lines of railway from the line of the National Transcontinental Railway to Port Arthur and Fort William ; not exceeding 220 miles.

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- 773.** To the Iac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the line of the National Transcontinental Railway ; not exceeding 18 miles.
- 774.** To the Burk's Falls and French River Railway Company, for a line of railway from Burk's Falls to French River ; not exceeding 85 miles.
- 775.** To the Thessalon and Northern Railway Company, for a line of railway from Thessalon, northerly ; not exceeding 4 miles.
- 776.** To the Canadian Northern Ontario Railway Company, for a line of railway from Sudbury Junction to Hutton Mines ; not exceeding 30 miles.
- 777.** To the Esquimalt and Nanaimo Railway Company, for a line of railway from Cowichan Bay to Cowichan Lake ; not exceeding 24 miles.
- 778.** To the Canadian Northern Quebec Railway Company, for a line of railway from Hawkesbury to Ottawa ; not exceeding 60 miles.
- 779.** For the following lines of railway :—
 (a) from Westfield to St. John, not exceeding 14 miles ;
 (b) from Gagetown to Fredericton, not exceeding 40 miles ;
 (c) from a point between Centreville and Woodstock to a point at or near Grand Falls, not exceeding 55 miles.
- 780.** To the Little Nation River Railway Company, for a line of railway from Papi-neauville on the Canadian Pacific Railway towards Lake Nominigue ; not exceeding 30 miles.
- 781.** To the l'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville ; not exceeding 28 miles.
- 782.** To the Quebec and Lake St. John Railway Company, for a line of railway from Chicoutimi south or southeast ; not exceeding 5 miles.
- 2.** The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say :—
- 783.** 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 40 of 1907, section 2, \$15,000.
- 784.** To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company), towards the construction and completion of a bridge over the Saskatchewan River connecting Strathcona and Edmonton, 15 per cent upon the amount expended thereon ; not exceeding \$100,000.
- 785.** To the Quebec, Montreal and Southern Railway Company, towards the construction and completion of the following railway bridges :—
 (a) bridge across the Gentilly River, \$15,000 ;
 (b) bridge across the Becancour River, \$30,000 ;
 (c) bridge across the Richelieu River, \$30,000.
- 786.** To the Atlantic, Quebec and Western Railway Company, towards the construction and completion of the 26 railway bridges on its line of railway from Paspébiac to Gaspé, payable upon the completion of the said line of railway between the said points, \$250,000.

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787. To the Interprovincial Railway Bridge Company of New Brunswick, towards the construction and completion of a railway bridge over the Restigouche River from Campbellton to Mission Point, not exceeding \$160,000.

788. To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway across Burrard Inlet.

3. 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 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. 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

(a) With respect to (b) and (c), part one way, part the other.

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 railway and bridges 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, 1908, 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 railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and

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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 bridges 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 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 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 or bridges 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 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 bridges, 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.

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 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 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 cases shall the subsidy exceed the sum of \$6,400 per mile.

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DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1908

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1909

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., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the report on Canal Statistics for the year ended December 31, 1908.

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

To the Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Controller of Railway Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1908.

I have the honour to be, Sir,

Your obedient servant,

M. J. BUTLER,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
OTTAWA, 20th March, 1909.

M. J. BUTLER, Esq.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit to you herewith Canal Statistics for the year ended 31st December, 1908.

It has been possible to prepare this report earlier than in preceding years, because of changes in the method of tabulation.

Freight carried through the canals of the Dominion during the year 1908 aggregated 17,502,820 tons—a reduction of 3,040,819 as compared with 1907. Nevertheless, the volume of traffic was largely in excess of the record for all years anterior to 1907. The facts relating to the last ten years are as follows :—

1899.....	6,225,924 tons.
1900.....	5,013,693 "
1901.....	5,665,259 "
1902.....	7,513,197 "
1903.....	9,203,817 "
1904.....	8,256,236 "
1905.....	9,371,744 "
1906.....	10,523,185 "
1907.....	20,543,639 "
1908.....	17,502,820 "

The decline for the year 1908 was made up of 2,568,658 tons in east-bound and 472,161 in west-bound traffic. This falling off, however, related almost wholly to United States business passing through the canals of Canada, as the following statements show :—

		1907.	1908.
Canadian to Canadian ports.....	up	1,034,733	1,028,246
" " ".....	down	3,162,158	3,292,422
" United States ports....	up	891,692	560,736
" " "....	down	226,138	278,721
United States to " "....	up	1,991,959	1,704,310
" " "....	down	11,060,878	8,218,866
" " Canadian "....	up	819,369	972,300
" " "....	down	1,356,712	1,447,219

Thus it will be seen that while there was a decrease of 3,129,661 tons in the traffic between United States ports, there was an actual increase of 88,842 tons in the business affecting Canadian ports.

9-10 EDWARD VII., A. 1910

The falling off in tonnage related very largely to iron ore, of which 10,105,016 tons passed through the canals—chiefly the Sault Ste. Marie—in 1907 and 7,402,672 in 1908. Of wheat, 3,199,031 tons were reported in 1908 as compared with 2,473,202 in 1907. Oats and barley showed increases, while there was a decline in the quantity of flour transported by water. An analysis of the traffic by commodities is given in a table on a succeeding page.

It is also gratifying to observe that the tonnage of Canadian vessels passing through the canals showed an increase for 1908 of 451,878 tons over the preceding year.

A distinct and valuable feature of novelty in the statistics for 1908 has reference to the country in which the cargo originated. Prior to last year no record had been kept of this important data. There was no discrimination between the products of Canada and those of the United States carried through the canals. In future, however, it will be possible to trace the movement of the commodities of both countries through Canadian channels at least.

For 1908 the origin of cargoes was as follows :—

Canal.	United States. Tons.	Canada. Tons.
Welland	927,208	776,245
St. Lawrence	747,451	1,261,651
Chambly.....	123,602	379,674
Ottawa .....	.....	258,527
Rideau.....	12,121	77,519
St. Peters.....	.....	72,015
Trent Valley.....	.....	81,690
Murray	13,306	12,595
Sault Ste. Marie.....	10,666,985	2,092,231
Total.....	12,490,683	5,012,147

Changes have been made this year in the arrangement of the tables, which it is hoped will bring them under the eye in more convenient form than they have appeared hitherto.

The following summaries and digests of statistical data have been brought down to the close of 1908 :—

SESSIONAL PAPER No. 20a

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.	Up and down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1887	336,648	1,154,424	138,692	292,563	151,805	192,538	86,374	457,482	713,519	2,006,997	2,720,516	
1888	353,165	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	194,497	267,224	300,193	81,243	603,311	855,529	2,258,367	3,113,896	
1890	339,593	1,137,011	144,368	133,188	216,813	320,324	58,769	533,021	780,505	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	2,129,657	2,902,526	
1892	327,560	1,322,137	173,538	135,787	241,034	302,983	47,396	481,301	789,523	2,242,208	3,031,736	
1893	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	906,773	868,023	2,678,966	3,546,989	
1894	399,155	1,140,606	294,175	89,614	231,172	363,107	46,029	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	590,110	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	1,897,792	6,123,281	7,991,073	
1897	275,587	1,713,274	268,700	187,910	669,112	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967	
1898	263,989	1,819,887	187,233	98,967	829,508	2,425,121	91,245	912,135	1,362,365	5,256,110	6,618,475	
1899	296,208	1,833,412	266,364	115,133	732,030	2,129,988	123,678	727,111	1,420,280	6,295,924	8,116,204	
1900	312,201	1,633,412	270,033	81,714	568,197	1,339,915	103,155	703,563	1,255,586	3,758,107	5,013,693	
1901	340,805	1,686,994	268,449	201,231	507,204	1,801,696	177,715	682,035	1,294,173	4,371,086	5,665,259	
1902	529,085	2,064,480	308,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197	
1903	648,150	2,391,366	430,174	408,500	863,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817	
1904	606,737	2,047,499	511,887	276,578	699,784	2,778,903	482,795	851,053	2,302,203	8,256,236	10,562,472	
1905	736,976	2,252,514	549,365	347,089	607,228	3,183,896	577,528	1,137,146	2,451,097	6,920,647	9,171,744	
1906	1,238,929	2,358,855	627,094	234,919	991,568	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,839	
1907	1,034,733	3,162,158	891,692	226,138	1,991,959	11,090,878	819,369	1,546,712	4,737,753	13,805,886	20,543,685	
1908	1,028,246	3,292,422	560,736	278,721	1,704,310	8,218,866	972,300	1,447,219	4,265,592	13,237,228	17,502,829	

*Sault Ste. Marie canal opened in August, 1895.

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	1,395,932	1,452,020	2,847,952	18,991	
1888	1,114,290	1,120,774	158,209	34,368	1,252	.....	22,533	189,876	1,295,304	1,345,018	2,640,322	17,661
1889	1,285,374	1,207,892	188,131	39,371	576	802	20,271	252,505	1,494,952	1,500,630	2,995,582	19,393	
1890	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655	
1891	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,569,278	3,135,454	19,246	
1892	1,517,249	1,469,505	177,136	29,184	1,466	394	14,659	261,374	1,710,510	1,691,455	3,401,965	21,177	
1893	1,548,094	1,422,326	170,186	26,787	1,466	.....	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894	1,319,792	1,260,907	217,635	19,298	1,172	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027	
1895	1,258,848	1,165,683	253,693	13,383	.....	.....	5,899	285,553	1,518,440	1,464,619	3,083,059	17,136
1896	1,547,757	1,420,342	290,292	5,234	.....	.....	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	1,848,520	1,792,227	3,640,737	21,466
1898	1,704,061	1,609,255	215,393	4,327	.....	.....	6,803	255,927	1,927,358	1,870,627	3,797,985	21,509
1899	1,865,643	1,774,789	32,456	32,456	499	518	42,290	345,980	2,151,075	2,156,896	4,308,571	23,579	
1900	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755	
1901	1,615,952	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	97,492	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	23,767	
1904	1,838,260	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	1,931,766	312,773	188,138	11,820	3,191	262,401	322,065	2,646,091	2,645,100	5,191,191	23,726	
1906	2,271,776	2,264,476	292,705	155,595	24,430	5,506	202,276	309,597	2,791,177	2,735,144	5,526,321	25,498	
1907	2,561,948	2,661,317	337,822	129,246	9,153	7,331	238,172	333,922	3,147,095	3,181,816	6,328,911	28,833	
1908	2,726,776	2,748,139	318,327	227,315	5,057	7,844	348,944	398,387	3,399,104	3,381,685	6,780,789	29,040	

SESSIONAL PAPER No. 20a

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 & Down.		
1887	16,255	17,925	38,857	56,708	143,730	140,562	52,793	98,840	251,645	315,035	566,680	3,883	
1888	14,304	26,801	42,425	50,917	177,714	156,095	49,778	114,613	284,221	347,566	631,777	3,921	
1889	21,125	26,449	55,996	50,732	253,088	206,967	56,249	160,442	386,458	444,190	830,648	4,542	
1890	10,390	16,345	38,156	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	395,118	442,938	838,116	3,602	
1892	12,023	29,405	88,221	27,727	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928	
1893	10,752	34,303	351,994	282,724	302,562	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	269,786	37,406	192,992	498,216	513,811	1,012,027	4,131	
1895	8,838	24,768	138,564	17,172	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427	
1896	11,496	19,693	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,120	4,650	
1897	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	4,675	
1898	12,142	9,541	233,524	32,880	308,878	305,464	32,331	336,004	586,875	683,885	1,270,764	4,675	
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	197,089	30,443	1,208,725	744,276	45,711	190,971	1,425,471	983,514	2,408,985	5,502	
1901	11,587	18,706	177,169	28,121	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634	
1902	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,796	4,086,449	6,433	
1903	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695	
1904	10,122	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,837,665	3,655,905	7,085	
1905	19,743	19,444	364,985	84,876	2,350,494	1,701,704	101,536	456,459	2,836,758	2,259,483	5,096,241	6,253	
1906	34,306	15,324	336,259	78,561	4,738,623	1,928,131	115,675	418,346	3,244,863	2,440,452	5,685,315	7,319	
1907	57,349	72,018	304,591	72,048	4,739,653	5,376,060	205,769	623,941	5,463,767	6,141,047	11,604,814	9,328	
1908	54,587	32,705	442,773	124,120	2,975,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489	

TONNAGE of Articles carried through Canadian Canals, from 1889 to 1908.

Articles.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.
1. Bricks	10,299	12,359	14,273	12,001	14,727	10,725	9,122	10,855	10,903	9,873
2. Cement	6,432	3,164	5,406	4,822	10,754	10,591	9,632	7,829	12,820	19,351
3. Iron (all kinds)	44,186	39,798	22,167	17,986	30,197	25,837	28,471	36,334	41,949	26,979
4. Steel	10,056	198	7,067	3,606	1,258	1,565	2,759	13,716	6,854	9,387
5. Stone for cutting	19,930	13,891	13,750	3,972	357	1,066	1,243	1,355	1,713	2,785
6. Apples	3,695	4,329	7,566	7,190	3,929	5,160	3,473	16,716	5,204	3,412
7. Barley	8,821	14,185	27,840	16,504	20,700	29,358	10,186	15,328	19,108	15,510
8. Corn	356,446	344,261	197,604	196,913	450,330	174,279	173,269	339,692	395,753	624,854
9. Flour	11,416	20,706	20,684	25,746	26,136	43,751	50,343	49,576	15,930	34,061
10. Hay pressed	3,617	3,623	5,648	5,807	12,100	18,090	22,121	10,973	5,880	5,880
11. Meals (all kind)	20,313	22,211	27,021	33,097	37,272	61,426	48,008	47,889	44,014	25,580
12. Oats	31,977	33,857	64,300	90,682	53,620	30,357	20,158	48,962	82,527	75,079
13. Potatoes	632	880	814	950	417	252	232	394	1,528	1,820
14. Seeds	10,804	2,273	10,273	5,776	6,193	4,612	182	5,645	1,576	5,783
15. Agric. Products Vegetables	21,901	10,700	8,321	15,669	10,589	1,484	5,811	6,945	1,751	3,320
16. Cattle	950	1,303	1,220	879	788	808	723	877	1,199	1,515
17. Horses	610	728	693	844	773	774	2,568	931	878	1,064
18. Pork	1,571	1,190	1,152	870	608	1,331	811	1,177	945	3,412
19. Sheep	542	653	699	663	528	675	793	613	646	451
20. Marble	4,502	4,476	3,590	3,214	2,168	853	898	32	534	208
21. Sugar	9,160	8,624	4,112	9,886	13,246	31,586	16,050	23,737	14,243	17,401
22. Whisky	1,416	1,580	1,680	1,335	1,050	1,183	1,498	830	1,654	1,029
23. Firewood	100,636	109,785	115,089	169,971	220,516	177,905	202,938	218,201	271,112	187,216
24. Lumber sawn	899,269	743,929	673,020	760,251	671,926	642,742	587,226	600,580	595,522	593,261
25. Railway ties	16,022	10,799	10,165	12,589	9,418	3,926	6,383	4,440	9,558	6,467
26. Square timber	79,791	74,895	25,301	48,983	47,871	48,359	64,875	57,618	86,101	50,844
27. Saw logs	36,927	27,093	36,367	44,156	33,137	29,299	29,075	28,220	40,313	23,887
28. Coal	553,868	470,808	511,729	517,251	537,279	517,532	466,234	534,400	379,111	480,316
29. Iron ore	2,433	5,367	3	Nil.	Nil.	Nil.	60	490	Nil.	13,433
30. Timber and other woods free	69,286	72,075	69,247	47,565	66,673	53,221	59,169	45,027	68,017	28,952
31. *Wheat, Corn, Flour, Iron, Salt, Coal	424,915	362,072	403,045	380,934	663,013	408,781	381,518	593,272	695,086	652,349
32. Wheat	185,180	143,952	230,840	301,486	285,739	273,720	203,984	333,469	370,167	299,055

* 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.

SESSIONAL PAPER No. 20a

Tonnage of Articles carried through Canadian Canals from 1889 to 1908.—*Concluded.*

Articles.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
1. Bricks.....	11,075	18,343	18,697	17,884	11,086	9,097	23,814	17,713	20,953	15,769
2. Cement.....	6,938	10,628	20,079	22,614	28,000	25,539	31,942	46,619	78,317	49,577
3. Iron (all kinds).....	27,138	46,153	79,415	118,916	135,160	123,121	145,260	218,801	226,574	185,259
4. Steel.....	17,684	8,861	4,013	2,104	8,514	4,300	5,661	4,632	22,740	82,902
5. Stone for cutting.....	5,364	2,432	2,539	3,228	4,961	576	23,511	31,937	35,969	77,094
6. Apples.....	4,480	6,182	1,973	7,695	13,480	11,865	9,217	8,046	8,258	.....
7. Barley.....	28,353	26,754	27,639	38,137	51,003	75,538	114,226	123,950	154,386	174,628
8. Corn.....	369,915	348,493	185,893	81,645	338,132	189,739	257,387	244,122	410,571	153,713
9. Flour.....	39,018	97,545	171,400	357,104	353,848	260,630	243,938	297,937	378,644	228,605
10. Hay pressed.....	15,492	25,998	38,277	41,537	50,129	32,476	33,541	26,811	25,121	18,259
11. Meals (all kind).....	21,310	17,175	15,812	29,321	29,989	24,174	14,814	27,472	49,612	28,100
12. Oats.....	65,495	96,062	72,978	46,717	66,621	72,723	101,258	203,286	343,384	460,397
13. Potatoes.....	2,528	3,505	4,409	4,802	6,804	5,351	7,420	5,853	6,535	6,858
14. Seeds.....	7,345	3,308	4,602	8,303	6,828	5,477	3,727	1,455	25,579	.....
15. Agric. Products Vegetables.....	2,652	1,909	2,653	9,178	3,219	2,688	6,470	4,805	10,978	25,838
16. Cattle.....	1,299	972	1,386	1,538	1,236	1,766	1,468	932	552	638
17. Horses.....	1,049	869	1,192	1,238	1,544	1,605	1,346	1,685	784	701
18. Pork.....	2,317	1,074	1,720	1,740	1,483	1,337	1,213	834	1,185	.....
19. Sheep.....	535	504	557	743	302	605	616	514	332	209
20. Marble.....	2,428	3,906	2,223	1,262	1,521	22	2,475	2,575	2,406	.....
21. Sugar.....	20,238	20,313	11,890	14,353	8,190	9,203	27,275	42,801	62,634	10,193
22. Whisky.....	1,504	1,595	1,572	2,876	5,600	5,306	6,680	9,970	10,682	.....
23. Firewood and Pulpwood.....	212,076	227,108	217,105	307,172	320,765	440,254	423,693	468,133	591,999	467,306
24. Lumber sawn.....	597,109	521,282	472,954	557,607	583,522	476,436	591,028	645,257	533,294	417,229
25. Railway ties.....	16,423	7,587	12,508	7,653	4,603	3,788	7,470	5,608	3,371	2,598
26. Square timber.....	26,288	25,943	32,293	26,281	32,286	43,557	13,215	18,585	37,124	53,072
27. Saw logs.....	13,919	34,684	19,073	24,144	20,540	26,630	58,949	90,929	35,628	18,056
28. Coal.....	468,912	1,028,113	1,033,762	782,033	1,590,595	1,570,113	1,596,335	1,804,974	3,546,683	3,528,109
29. Iron ore.....	26,420	1,058,032	1,712,350	2,536,279	2,703,827	2,482,181	2,939,300	2,970,637	10,105,016	7,402,672
30. *Wheat, Corn, Flour, Iron, Salt, Timber and other woods.....	32,624	38,296	48,666	68,615	68,487	64,808	68,629	70,015	.....	29,170
31. Coal.....	454,895	352,499	280,902	395,078	558,897	427,614	553,866	709,320	.....	3,199,631
32. Wheat.....	329,086	293,638	669,557	1,309,218	1,433,282	1,202,716	1,248,567	1,406,741	2,473,292	.....
33. Other articles.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	806,574

* 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. Item 12 includes flaxseed.

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THE STATEMENT following brings the capital expenditure on the Canals of the Dominion down to 31st March, 1908. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville Canal, as to which the records were lost in the destruction by fire of the Ordnance Office, Montreal, in 1852. The details are as follows:—

Canal.	Construction.		Enlargement.		Total.	
	\$	cts.	\$	cts.	\$	cts.
St. Peter's.....	648,547	14			648,547	14
Lachine.....	2,589,532	85	9,211,525	18	11,801,058	03
Beauharnois.....	1,636,690	26			1,636,690	26
St. Lawrence River and Canals.....	18,442	85	3,346,874	72	3,365,317	57
Lake St. Louis.....			298,176	11	298,176	11
Lake St. Francis.....			75,906	71	75,906	71
Cornwall.....	1,945,624	73	5,288,557	87	7,234,182	60
Williamsburg	{ Farrans Point..... Galops..... Rapide Plat..... Williamsburg.....		877,090	57	10,473,624	10
			6,106,939	73		
			2,158,242	00		
		1,320,655	54	10,696			26
Welland.....	7,693,824	03	20,388,805	83	28,082,629	86
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.....	637,214	66			637,214	66
Murray.....	1,248,820	26			1,248,820	26
Trent.....	5,773,664	71			5,773,664	71
Fay.....	489,599	23			489,599	23
Sault Ste. Marie.....	4,779,613	84			4,779,613	84
Soulanges.....	6,955,317	59			6,955,317	59
	40,525,261	16	52,917,613	42	93,442,874	58

Alterations have been made in the form of ship's report, looking to a better and more comprehensive classification of commodities than hitherto been provided.

Details of tonnage by canals and commercial articles will be found in the tables subjoined.

I have the honour to be, Sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

CANAL STATISTICS FOR SEASON OF NAVIGATION, 1908

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-seven years is as follows:—

QUANTITY PASSED DOWN TO MONTREAL.		To Ports in Ontario.	Quantity from U.S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882.....	180,694	.....	63,881
1883.....	186,814	10,650	121,876
1884.....	142,194	12,153	104,537
1885.....	96,569	11,909	117,346
1886.....	203,940	9,881	151,551
1887.....	185,034	11,838	134,868
1888.....	160,358	25,599	169,664
1889.....	267,769	19,075	213,766
1890.....	288,513	16,899	245,932
1891.....	295,509	6,805	202,710
1892.....	261,954	8,942	201,540
1893.....	501,806	25,555	222,958
1894.....	273,651	16,699	203,979
1895.....	231,491	32,096	133,823
1896.....	461,049	73,386	160,372
1897.....	* 560,254	53,257	157,756
1898.....	519,532	31,279	144,612
1899.....	332,746	40,197	68,011
1900.....	244,661	17,525	84,589
1901.....	151,566	13,732	83,370
1902.....	208,215	22,787	81,164
1903.....	351,936	29,062	111,828
1904.....	193,246	25,711	102,523
1905.....	341,431	42,061	129,270
1906.....	404,935	33,351	176,119
1907.....	635,573	42,032	163,295
1908.....	756,141	38,142	135,172

* Of the quantity of grain passed down to Montreal there were transhipped at Ogdensburg, in 1891, 17,817 tons; in 1892, 4,341 tons; in 1893, 71,445 tons; in 1894, 23,030 tons; in 1895, 18,987 tons; in 1896, 77,355 tons; in 1897, 89,659 tons; in 1898, 40,257 tons; in 1899, 48,828 tons; in 1900, 38,403 tons; in 1901, 17,387 tons; in 1902, 34,060 tons; in 1903, 40,641 tons; none in 1904, 1905, 1906, 1907 nor 1908.

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 332,746 tons in 1899 to 756,141 tons in 1908, and the quantity passed down the Welland Canal from United States ports to United States, has increased from 68,011 to 135,172 tons for the same years.

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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.
Pour 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
1907.....	383,735
1908.....	285,262

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal for the same period was:—

	Tons.
Pour 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
1907.....	684,697
1908.....	776,374

Comparative shipments of grain by the St. Lawrence route, and rail and water via the State of New York, are as follows:

QUANTITY OF GRAIN TO SEA BOARD BY COMPETING ROUTES,

The quantity of grain and pease passed down the whole length of the St. Lawrence canal to Montreal, is as follows:—

	Tons.
For 1907.....	635,573
1908.....	756,141
Showing an increase of.....	<u>120,568</u>

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1907.....	383,735
1908.....	285,262
Showing a decrease of.....	<u>98,473</u>

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The quantity of grain arrived at the tide-water by New York canals, is reported as follows:—

	Tons.
For 1907.....	239,844
1908...:	183,927
Showing a decrease of.....	<u>55,917</u>

The quantity of grain carried to tide-water by the New York railways, is reported as follows:—

	Tons.
For 1907.....	8,579,555
1908.....	7,900,862
Showing a decrease of.....	<u>678,693</u>

The increases and decreases for 1908 as compared with 1907 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	120,568			
" Canadian Pacific and Grand Trunk Railways.....				
" New York Canals		55,917		
" " Railways		678,693		

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to the United States ports, Oswego, Ogdensburg, &c., has decreased from 285,963 tons in 1897 to 227,047 tons in 1908, and the quantity to Ontario ports between Port Dalhousie and Cornwall, and an increase from 166,626 tons in 1897 to 200,520 tons in 1903. The quantity passed down to Montreal shows an increase from 581,047 tons in 1897 to 864,926 tons in 1908.

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.
1894, 125 cargoes, with an aggregate quantity of	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
1907, 255 " "	427,813
1908, 355 " "	598,941

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In the United States vessels there were in—

		Tons.
1894,	84 cargoes, with an aggregate quantity of	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
1907,	263 " " " " " "	413,087
1908,	271 " " " " " "	330,514

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908; 87 Canadian and 9 American of 135,582 in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 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 1905, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 924 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1908 and the four previous years is given below.

The total number of grain-laden vessels lightened at this port in 1908 was 69, against 93 the previous year.

The quantity of grain lightened was as follows:—

Articles.	1904.	1905.	1906.	1907.	1908.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	175,117	679,840	1,009,474	1,428,300	1,106,244
Corn	408,976	104,027	110,629	112,036	.....
Rye .....	.....	.....	.....	.....	.....
Oats	15,353	29,118	30,824	23,945
Barley	9,686	2,103	56,544
Flax Seed	39,040	49,628

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The quantity of wheat discharged at Port Colborne in 1908 and two previous years from vessels which did not enter the canal, is as follows :

	1906.	1907.	1908.
	Bush.	Bush.	Bush.
	383,437	74,014	715,347

WELLAND CANAL.

The total quantity of freight passed on the Welland Canal during the season of 1908 was 1,703,453 tons ; of this quantity 8,024 were way or local freight.

There were 1,292,493 tons of freight passed eastward, and 410,960 passed westward.

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 1908 was 1,695,429 tons.

Of this quantity 1,285,229 tons were east bound and 410,200 west bound freight.

Of the east bound through freight, Canadian vessels carried 767,118 tons and United States vessels carried 518,111 tons ; and of the west bound through freight Canadian vessels carried 154,203 tons and United States vessels carried 255,997 tons, or a total of 921,321 tons for Canadian and 774,108 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1908 was 2,009,102 tons ; of this quantity 1,424,646 tons passed eastward and 584,456 passed westward.

East and West bound Through Freight.

The total quantity of through freight was 1,572,999 tons ; of this quantity 1,315,682 tons were east bound and 257,317 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 108,964 tons were east bound and 327,139 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.
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
1907.....	789,167	1,281
1908.....	864,926	3,472

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.
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
1907.....	218,997	177,660	396,657
1908.....	209,518	239,136	448,654

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 51,997 tons as compared with the previous year ; and a decrease of 143,613 tons as compared with 1894.

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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 1908, inclusive.

Fiscal Year.	Aggregate number of Vessels.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	No.	Tons.	Tons.
1867.....	5,405	933,260	458,386
1868.....	6,157	1,161,821	641,711
1869.....	6,069	1,231,903	688,700
1870.....	7,356	1,311,956	747,567
1871.....	7,729	1,478,122	772,756
<i>Season of navigation.</i>			
1872.....	6,063	1,333,104	606,627
1873.....	6,425	1,506,484	656,268
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.....	3,158	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.....	2,853	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
1907.....	1,982	1,614,132	396,743
1908.....	2,351	1,703,453	448,654

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The total quantity of freight passed through the several divisions of the canals during the season of 1908 is as follows:

—	Farm Stock.	Forest Produce of Wood.	Manufac- tures.	Merchan- dise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland.		70,647	126,892	496,983	1,008,931	1,703,453
St. Lawrence.	785	180,022	135,081	826,177	867,037	2,009,102
Chambly.	201	364,396	2,619	126,034	10,026	503,276
Ottawa.	523	204,490	504	46,293	6,717	258,527
Rideau.	30	33,225	6,518	43,859	6,008	89,640
St. Peters.	18	5,952	2,046	50,543	13,456	72,015
Murray.	8	603	4,478	19,055	1,757	25,901
Trent Valley.	340	65,377	1,152	14,004	817	81,690
Sault Ste. Marie.	2	62,719	190,535	10,086,814	2,419,146	12,759,216

The total quantity of freight moved on the Welland Canal was 1,703,453 tons, of which 1,008,931 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 2,009,102 tons, of which 867,037 were agricultural products, and 826,177 tons were merchandise.

On the Ottawa canals the total quantity of freight moved was 258,527 tons; of this quantity 204,490 tons were the produce of the forest.

COMPARATIVE STATEMENT of the Commerce through the United States, St. Mary's Falls Canals and Canadian Sault Ste. Marie Canal, for the Seasons of 1907 and 1908.

—	Traffic for 1908.		Total traffic for		Increase.	Decrease.
	United States canal.	Canadian canal.	Season 1908.	Season of 1907.	Amount.	Amount.
Vessels. Number	9,891	5,293	15,184	20,440		5,256
Lockages. " "	6,739	3,667	10,406	14,020		3,614
Tonnage registered. Net Tons	21,487,499	9,638,887	31,126,386	44,117,079		12,990,693
" freight. " "	28,657,297	12,759,216	41,416,513	58,220,011		16,803,498
Passengers. Number	23,079	30,227	53,306	63,535		10,229
Coal (hard). Net Tons	1,023,686	338,749	1,362,435	1,522,018		159,583
" (soft). " "	6,494,563	2,051,360	8,545,923	9,909,905		1,353,982
Flour. Barrels	3,767,493	1,847,157	5,614,650	6,515,435		900,785
Wheat. Bushels	48,131,791	58,567,143	106,698,934	98,240,260	8,458,674	
Grain (excluding wheat). " "	22,870,302	20,582,403	43,452,705	37,847,182	5,605,523	
Manufactured & pig iron. Net Tons	162,476	145,703	308,179	330,643	22,464	
Salt. Barrels	448,510	100,744	549,254	460,872		88,382
Copper. Net Tons	92,474	8,855	101,329	93,686		7,643
Iron ore. " "	17,251,898	7,385,103	24,637,001	39,587,112		14,950,111
Lumber. ft. B.M.	423,513,000	33,652,355	457,165,355	638,315,546		181,150,191
Silver ore. Net Tons						
Building stone. " "	1,019	10,570	11,589	24,352		12,763
Unclassified freight. " "	482,780	340,817	823,597	1,115,529		291,932

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The United States canal was open to navigation during the season of—

1889.....	234 days	1899.....	231 days
1890.....	228 "	1900.....	238 "
1891.....	225 "	1901.....	230 "
1892.....	233 "	1902.....	256 "
1893.....	219 "	1903.....	249 "
1894.....	234 "	1904.....	223 "
1895.....	231 "	1905.....	245 "
1896.....	232 "	1906.....	249 "
1897.....	234 "	1907.....	233 "
1898.....	241 "	1908.....	231 "

The Canadian canal was open to navigation during the season of—

1895.....	87 days	1902.....	264 days
1896.....	218 "	1903.....	256 "
1897.....	238 "	1904.....	241 "
1898.....	243 "	1905.....	255 "
1899.....	239 "	1906.....	253 "
1900.....	238 "	1907.....	238 "
1901.....	246 "	1908.....	235 "

The average number of vessels passing per day through the two canals for the season of 1908 was over sixty-five.

GRAIN FREIGHTS BY LAKE—SEASON OF 1907.

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.

	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.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
April 6.....	10	15	4	4	1	1	5	5	4	4	5	5
" 13.....	11	14	3	3	1	1	5	5	4	4	5	5
" 20.....	11	14	3	3	1	1	5	5	4	4	5	5
" 27.....	11	14	3	3	1	1	5	5	4	4	5	5
May 4.....	11	14	4	4	1	1	5	5	4	4	5	5
" 11.....	11	14	3	3	1	1	5	5	4	4	5	5
" 18.....	11	14	3	3	1	1	5	5	4	4	5	5
" 25.....	11	14	3	3	1	1	5	5	4	4	5	5
June 1.....	11	14	3	3	1	1	5	5	4	4	5	5
" 8.....	11	14	4	4	1	1	5	5	4	4	5	5
" 15.....	11	14	3	3	1	1	5	5	4	4	5	5
" 22.....	11	14	3	3	1	1	5	5	4	4	5	5
" 29.....	11	14	3	3	1	1	5	5	4	4	5	5
July 6.....	11	14	3	3	1	1	5	5	4	4	5	5
" 13.....	11	14	3	3	1	1	5	5	4	4	5	5
" 20.....	11	14	3	3	1	1	5	5	4	4	5	5
" 27.....	11	14	3	3	1	1	5	5	4	4	5	5
Aug 3.....	11	14	3	3	1	1	5	5	4	4	5	5
" 10.....	11	14	3	3	1	1	5	5	4	4	5	5
" 17.....	11	14	3	3	1	1	5	5	4	4	5	5
" 24.....	11	14	4	4	1	1	5	5	4	4	5	5
" 31.....	11	14	3	3	1	1	5	5	4	4	5	5
Sept. 7.....	11	14	3	3	1	1	5	5	4	4	5	5
" 14.....	11	14	3	3	1	1	5	5	4	4	5	5
" 21.....	11	14	3	3	1	1	5	5	4	4	5	5
" 28.....	11	14	4	4	1	1	5	5	4	4	5	5
Oct. 5.....	2	4	2	4	2	4	5	5	4	4	5	5
" 12.....	2	4	2	4	2	4	5	5	4	4	5	5
" 19.....	2	4	2	4	2	4	5	5	4	4	5	5
" 26.....	2	4	2	4	2	4	5	5	4	4	5	5

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Nov. 2.....	1	4	2	1	6 1/2	6	5	48	7	63
" 9.....	1	4	2	1	6 1/2	6	5 1/2	5	7 1/2	63 1/2
" 16.....	1	3	1	1	6 1/2	6	5 1/2	5	7 1/2	63 1/2
" 23.....	1	3	1	1	6 1/2	6	5 1/2	5	7 1/2	63 1/2
" 30.....	1	3	1	1	6 1/2	6	5 1/2	5	7 1/2	63 1/2
Dec. 7.....	1	4	2	1	6 1/2	6	5 1/2	48	7	63

* Exclusive of Buffalo charges.

AVERAGE LAKE FREIGHTS.

The following statement shows the average rates of lake freights on wheat and corn between Chicago and Buffalo during each month in the past ten years, the highest and lowest rate on wheat in each year, and the average rates on wheat each year in cents, per bushel :—

(Per Report of Secretary of Merchants' Exchange, Buffalo).

	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1898 { Wheat.....	1.3	0.1	0.9	1.2	1.4	2.5	2.3
{ Corn.....	1.2	0.8	0.8	1.1	1.3	2.3	2.1
Highest rate, wheat, 1898, 3¼c. ; lowest, 1¼ ; average for the season, 1.5c.							
1899 { Wheat.....	2.0	2.0	2.2	2.5	3.1	3.5	2.5
{ Corn.....	1.8	1.9	2.0	2.3	3.2	3.4	2.3
Highest rate, wheat, 1899, 3¾c. ; lowest, 1¾c. ; average for the season, 2.5c.							
1900 { Wheat.....	1.8	1.9	2.1	1.6	1.7	1.7	2.0
{ Corn.....	1.6	1.7	2.0	1.5	1.6	1.5	1.8
Highest rate, wheat, 1900, 3c. ; lowest, 1¼c. ; average for the season, 1.8c.							
1901 { Wheat.....	1.9	1.5	1.6	1.3	1.6	1.3	2.0
{ Corn.....	1.8	1.3	1.4	1.2	1.5	1.2	1.2
Highest rate, wheat, 1901, 2½c. ; lowest, 1¼c. ; average for the season, 1.60c.							
1902 { Wheat.....	1.3	1.3	1.2	1.6	1.5	1.7	1.9
{ Corn.....	1.2	1.1	1.1	1.4	1.4	1.6	1.7
Highest rate, wheat, 1902, 2½c. ; lowest, 1¾c. ; average for the season, 1.5c.							
1903 { Wheat.....	1.4	1.3	1.3	1.2	1.2	1.4	1.8
{ Corn.....	1.3	1.2	1.2	1.0	1.0	1.3	1.6
Highest rate, wheat, 1903, 2¼c. ; lowest, 1¼c. ; average for the season, 1.4c.							
1904 { Wheat.....	2.5	1.7	1.0	1.2	1.2	1.3	1.6
{ Corn.....	2.5	1.3	0.8	1.0	1.1	1.2	1.5
Highest rate, wheat, 1904, 3c. ; lowest, 1c. ; average for the season, 1.5c.							
1905 { Wheat.....	1.1	1.3	1.3	1.4	1.4	2.2	2.8
{ Corn.....	1.0	1.2	1.1	1.2	1.3	2.0	2.7
Highest rate, wheat, 1905, 3c. ; lowest, 1½c. ; 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, 2¼c. ; lowest, 1¾c. ; average for the season, 1.7c.							
1907 { Wheat.....	1.3	1.7	1.5	1.2	1.6	2.0	1.5
{ Corn.....	1.2	1.6	1.4	1.1	1.5	1.8	1.3
Highest rate, wheat, 1907, 2c. ; lowest, 1½c. ; average for the season, 1.5c.							

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 1907 :—

1907.	Wheat bushels.	1907.	Wheat bushels.
	cts.		cts.
April 22.....	2	Sept. 26.....	2
May 14.....	2¼	Oct. 1.....	2¼
" 21.....	2	" 12.....	2½
" 23.....	1½	Nov. 6.....	2¼
July 6.....	2¼	" 8.....	2
" 13.....	2	" 9.....	1¼
" 17.....	1½	" 11.....	1½
" 19.....	1	" 14.....	1¼
Aug. 7.....	1¼	" 19.....	1
" 19.....	1½	" 22.....	1¼
" 24.....	1¾	" 23.....	2
Sept. 10.....	1½	Dec. 3 To load after the 5th.....	2½
" 18.....	1¼		

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In 1885 the range of freight on wheat, Duluth to Buffalo, was $1\frac{1}{2}$ to 5c. ; in 1886, $3\frac{1}{4}$ to 8c. ; in 1887, 5 to 8c. ; in 1888, 2 to 5c. ; in 1889, 2 to 5c. ; in 1890, 2 to 5c. ; in 1891, $1\frac{1}{4}$ to $9\frac{1}{2}$ c. ; in 1892, $2\frac{1}{4}$ to 4c. ; in 1893, $1\frac{1}{4}$ to $3\frac{1}{2}$ c. ; in 1894, $1\frac{1}{4}$ to 3c. ; in 1895, 2 to 6c. ; 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. ; in 1906, $1\frac{3}{4}$ to 3c. ; and in 1907, 1 to $2\frac{1}{2}$ c. per bushel.

The first departure by lake, at Duluth in 1907, was April 27 ; in 1906, was April 13 ; in 1905, was April 8 ; 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 $5\frac{1}{4}$ to $4\frac{1}{2}$ c. in April ; $4\frac{1}{2}$ to $4\frac{3}{4}$ c. in May ; 4 to $3\frac{1}{2}$ c. in June ; $2\frac{3}{4}$ to 3c. in July ; $3\frac{1}{2}$ to $3\frac{3}{4}$ c. in September ; no figures quoted after that date. In 1894 ranged from $3\frac{1}{4}$ to $3\frac{1}{2}$ c. in May ; $3\frac{1}{2}$ c. in June ; $2\frac{1}{2}$ c. in July ; $2\frac{1}{2}$ to $3\frac{1}{4}$ c. in August ; 4c. in September, and $4\frac{1}{2}$ c. in October. On August 25 and November 3, 1894, wheat to Ogdensburg, at $3\frac{1}{4}$ c. and $4\frac{1}{2}$ c. respectively. In 1895, wheat to Kingston from 3c. to 5c. In 1896, wheat to Kingston from 3c. to $5\frac{1}{2}$ c. ; and in 1897, wheat to Kingston from 3c. to $3\frac{1}{2}$ c., according to the 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 1907 on the dates specified, as reported by the Secretary, Merchants' Exchange, Buffalo.

Date, 1907.	Wheat and Corn per Bushel.	Date, 1907.	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.....	$1\frac{1}{2}$ - $1\frac{3}{8}$	August 1 to close.....	$1\frac{1}{4}$ - $1\frac{1}{2}$

The range for 1886 was $1\frac{3}{4}$ to 3c. ; for 1887, $2\frac{1}{4}$ to 3c. ; for 1888, $1\frac{1}{2}$ to $2\frac{1}{2}$ c. ; for 1889, $1\frac{3}{4}$ to 2c. ; for 1890, $1\frac{1}{2}$ to 2c. ; 1891, 1 to 3c. ; for 1892, $1\frac{1}{2}$ to $2\frac{1}{2}$ c. ; for 1893, 1 to 2c. ; for 1894, 1 to 2c. ; for 1895, 1 to $2\frac{1}{4}$ c. ; for 1896, $1\frac{1}{4}$ to $1\frac{3}{4}$ c. ; for 1897, 1 to $1\frac{1}{4}$ c. ; for 1898, 1 to $1\frac{1}{2}$ c. ; for 1899, $1\frac{1}{2}$ to 2c. ; for 1900, $1\frac{1}{2}$ to 2c. ; for 1901, $1\frac{1}{4}$ to $1\frac{1}{2}$ c. ; for 1902, $1\frac{1}{8}$ to 2c. ; for 1903, $1\frac{1}{8}$ to $1\frac{1}{2}$ c. ; for 1904, 1 to $1\frac{3}{4}$ c. ; for 1905, 1 to $1\frac{1}{2}$ c. for 1906, 1 to $1\frac{1}{2}$ c. ; and for 1907 $1\frac{1}{8}$ 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 1907 (as reported by the Secretary, Merchants' Exchange, Buffalo).

Date, 1907.	Wheat, Bushels.	Corn, Bushels.	Date, 1907.	Wheat, Bushels.	Corn, Bushels.
	Cts.	Cts.		Cts.	Cts.
May 1.....	5	4½	Nov. 4, to close.....	5½	5

Freight on oats varied from 3¼ to 3½c. per bushel. Pine lumber, per 1,000 feet, was carried from Buffalo to Tonawanda to New York as follows: Opened at \$2.00; June, \$2.00; July, \$2.00; August, \$2.00; September, \$2.25; October, \$2.25; to close. Rates to Albany opened \$2.50; June, \$2.50; July, \$2.50; August, \$2.50; September, \$2.75; October, \$2.75 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.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
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, 3½c.; 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	2·7	2·8	2·9	3·1	3·7	3·8
Highest rate, wheat, 1901, 4¾c.; lowest, 3¼c.; 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, 4½c.; lowest, 3¾c.; 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, 4¼c.; lowest, 3¾c.; 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, 3¾c.; lowest, 2½c.; 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, 3¾c.; 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, 4¼c.							
1907 { Wheat.....	5·0	5·0	5·0	5·0	5·0	5·0	5·5
{ Corn.....	4·6	4·6	4·6	4·6	4·6	4·6	5·0
Highest rate, wheat, 1907, 5½c.; lowest, 5c.; average for the season, 5c.							

NOTE.—Canals free of tolls since 1882.

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FREIGHT, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flaxseed 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*.....	52,611,090		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.....	100,833,000		3·2	do	
1905.....	126,465,729		3·9	do	
1906.....	136,066,528		4·2	do	
1907.....	132,438,798		5·0	do	

NOTE.—Prior to 1870 tolls 6·21 cents per bushel, and the elevating charge 2 cents per bushel.

* Including flaxseed.

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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 .052		.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	.1907	.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 .1100	.1546	.2050
1878.....	b .0883	.1053	.1652	b .0966	.1209	.1770
1879.....	b .1049	.1220	.1456	b .1187	.1313	.1774
1880.....	b .1341	.1443	.1748	b .1313	.1580	.1980
1881.....	b .0777	.0942	.1340	b .0867	.1049	.1440
1882.....	b .0672	.1028	.1350	b .0723	.1091	.1447
1883.....	b .0803	.11	.1512	b .0901	.1163	.1620
1884.....	b .0655	.085	.1232	b .07	.10	.1320
1885.....	b .063	.0801	.1232	b .0654	.0902	.1320
1886.....	b .0845	.1120	.14	b .0910	.12	.1500
1887.....	b .0850	.1120	.1470	b .0950	.12	.1575
1888.....	b .0671	.1026	.1354	b .0705	.1114	.1450
1889.....	b .0632	.0819	.126	b .0692	.0897	.1500
1890.....	b .0593	.0732	.1136	b .0676	.0852	.1430
1891.....	b .0632	.0753	.1400	b .0695	.0857	.1500
1892.....	b .0595	.0721	.1296	b .0645	.0759	.1380
1893.....	b .0718	.0797	.1365	b .0766	.0848	.1463
1894.....	b .0493	.0650	.1232	b .0511	.0700	.1320
1895.....	b .0450	.0640	.1029	b .0486	.0696	.1189
1896.....	b .0575	.0615	.1050	b .0619	.0661	.1200
1897.....	b .0453	.0692	.1143	b .0522	.0742	.1250
1898.....	+ .0381	.0441	.0980	+ .0445	.0491	.1200
1899.....	+ .0508	.0583	.1008	+ .0581	.0663	.1160
1900.....	+ .0407	.0472	.0919	+ .0449	.0510	.0996
1901.....	+ .0461	.0516	.0921	+ .0511	.0554	.0988
1902.....	+ .0483	.0551	.0994	+ .0526	.0589	.1062
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
1907.....	+ .0612	.0620	.1017	+ .0665	.0709	.1090

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.	1907.	1906.	1905.	1904.	1903.
		\$	\$	\$	\$	\$
Liverpool...	Grain.....	.1922	.1875	.1916	.2019	.2268
"	Sacked flour.....	.2125	.2050	.2240	.2100	.2519
"	Provisions.....	.4085	.4100	.3849	.3656	.4190
Glasgow.....	Grain.....	.1967	.1925	.2000	.2238	.2443
"	Sacked flour.....	.2391	.2360	.2250	.2320	.2538
"	Provisions.....	.4688	.4563	.4323	.4406	.4688
London.....	Grain.....	.2054	.1925	.2023	.2150	.2356
"	Sacked flour.....	.2363	.2250	.2364	.2225	.2519
"	Provisions.....	.4626	.4626	.4088	.4406	.4406
Antwerp.....	" .....	.4556	.4761	.4370	.4823	.4969
Hamburg.....	" .....	.4600	.4900	.4575	.4600	.4700
Amsterdam.....	" .....	.4500	.4600	.4542	.4200	.4200
Rotterdam.....	" .....	.4500	.4600	.4553	.4200	.4200
Copenhagen.....	" .....	.5100	.5100	.4866	.4688	.4969
Stockholm.....	" .....	.5300	.5350	.5147	.4969	.5250
Stettin.....	" .....	.4900	.5000	.4818	.4688	.4969
Bordeaux.....	" .....	.5500	.5300	.5145	.5625	.5625

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 1906 and 1907.

(*Buffalo Merchants' Exchange.*)

	1906.	1907.
Freight on hard Coal, Buffalo to Chicago, per ton.....	46	40
" " Milwaukee "	45	46
" " Duluth "	39	31

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A-TABLE showing the total Tonnage of the undermentioned Articles moved Up and Down.

Year.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	20,951	.....	904	1,937
1872.....	26,651	239,998	254,902	6,035	7,753	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
1907.....	22,739	488,565	271,693	13,240	73,369	2,270	22,683
1908.....	23,209	732,131	127,402	31,172	33,423	6,667	21,668

* Fiscal. † Apples, meal of all kinds, pease, potatoes.

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through the Welland Canal, during a period of thirty-eight years, ended Dec. 31, 1908.

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	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	3,190	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
576,939	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
894,559	961	4,923	246	18,761	267,212	25,040	317,143
975,672	35,726	429	316,921	18,004	080

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B.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland Canal during a series of thirty-eight years, ended December 31, 1908.

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
1907.....	22,689	485,565	271,693	13,240	73,369	2,270	22,683	894,509
1908.....	23,187	730,751	127,402	31,172	33,423	6,667	21,668	974,270

* 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-eight years, ended December 31, 1908.

YEARS.	VEGETABLE FOOD.										HEAVY GOODS.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869	30,681	211,085	91,149	2,942	7,400	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962		
1870	30,681	211,085	91,149	2,942	7,400	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962		
1871	10,482	124,695	89,761	1,391	7,400	3	608	234,337	24,040	13,239	49,843	95,741	59,441	224,264		
1872	10,850	127,727	101,329	1,920	5,948	3	392	243,365	4,659	13,826	40,507	170,242	62,942	292,176		
1873	8,250	229,053	125,627	1,920	5,948	3	392	374,226	5,742	8,941	22,888	203,673	19,651	260,895		
1874	1,881	113,822	54,188	2,641	2,946	500	1,920	177,908	14	4,123	19,331	192,767	34,616	244,451		
1875	5,187	96,247	68,138	1,905	2,946	525	403	162,405	5,531	29,395	167,110	25,808	20,107	227,844		
1876	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975		
1877	1,316	65,542	60,022	859	2,77	.....	341	128,361	2,405	10,713	3,892	159,583	13,535	178,723	
1878	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1879	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1880	.....	34,320	30,031	924	.....	684	14	65,285	1,313	5,570	.....	83,858	6,464	97,205
1881	107	30,227	32,433	537	731	.....	14	64,002	4,076	.....	.....	158,352	14,533	177,161
1882	2,041	54,382	66,128	735	882	.....	8,579	132,496	6,901	8	.....	196,462	24,891	229,371
1883	1,715	40,956	53,707	732	9,874	.....	8,170	114,422	1,594	5,999	.....	210,790	15,100	227,187
1884	124	53,235	63,229	.....	882	.....	1	118,203	1,594	.....	.....	198,416	15,029	215,039
1885	7,591	53,258	94,048	4,790	4,790	.....	13,201	172,888	5,328	.....	.....	189,964	11,364	206,813
1886	11,780	37,678	83,431	1,732	12,050	.....	10,839	157,530	15	4,406	.....	82,780	627	87,828
1887	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,369	177,288		
1888	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1889	6,802	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162,231	1,620	164,563
1890	1,018	26,950	131,222	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1891	6,588	28,187	198,777	6,433	36,935	864	31,492	244,550	.....	576	2	183,805	.....	184,473
1892	17,795	53,846	105,329	28,095	27,621	.....	36,352	311,389	.....	344	.....	206,827	.....	207,171
1893	10,169	27,881	100,512	7,904	17,020	.....	46,316	299,802	181	246	.....	188,521	.....	188,818
1894	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	149,490	.....	149,917
1895	7,237	28,919	169,057	14,173	14,969	.....	41,887	276,242	965	15	.....	165,143	.....	166,123
1896	4,212	11,268	150,667	6,909	12,732	1,197	22,671	209,666	770	339	4	156,814	.....	157,927	
1897	6,118	12,926	81,777	2,424	19,626	923	18,198	141,892	351	1,646	553	88,931	.....	91,481	
1898	7,968	18,771	60,545	2,402	39,706	2,149	14,243	145,787	.....	953	.....	46,024	.....	46,977
1900	17,165	23,557	55,531	7,119	26,344	.....	14,016	143,732	88	80	105	46,702	.....	46,970
1901	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,631	.....	214	.....	113,072	.....	113,535
1902	6,082	15,439	108,917	11,433	6,112	4,174	13,568	165,725	459	.....	.....	63,882	.....	63,882
1903	8,556	14,269	60,964	16,621	16,497	.....	13,079	129,986	.....	1	.....	73,464	.....	73,465
1904	24,054	15,483	93,622	9,197	10,892	.....	10,678	162,930	.....	169	.....	33,623	.....	33,623
1905	15,215	13,410	135,240	9,266	11,323	.....	10,678	195,132	.....	30	.....	110,347	.....	114,420
1906	18,898	21,892	124,474	2,812	4,741	2	22,001	194,820	.....	.....	.....	158,351	.....	158,351
1907	17,694	24,651	99,830	7,148	2,070	21,393	172,788	1,400	1,400		
1908		

* Apples, meal all kinds, pease, potatoes.

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D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne, during the Season of Navigation in 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906 and 1907, 1908.

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	225	131,907	163	76,760	388	382,231	144	86,675	920	677,573
1897.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat.....	121,762	55,724	106,064	37,891	321,441					
Corn.....	33,694	15,244	274,855	66,822	390,615					
Barley.....			14,173		14,173					
Oats.....	223		23,515	1,168	24,906					
Pease.....	1,851				1,851					
Rye.....	2,047	919	5,517		8,483					
Coal.....	3,873	3,947	368	1,615	9,803					
Miscellaneous merchandise..	15,739	3,290	70,968	4,174	94,071					
Shingles, woodenware, &c....	1,268	5	404		1,677					
Sawed lumber..... Ft. B.M.	1,573,447		20,284,446	20,673,202	42,531,095					
Square timber..... Cub. ft.	1,927,823	2,217,629		616,093	4,161,545					
Staves..... No.	2,577,160				2,577,160					
Firewood..... Cord.	4				4					
	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	66,791	437,813					
Barley.....			9,465	2,821	12,286					
Oats.....			17,329		17,329					
Pease.....	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..... Cord.										
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.....										
Rye.....			923		923					
Coal.....	435	6,736		3,398	10,569					
Miscellaneous merchandise..	25,203	18,651	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	37,654,904					
Square timber..... Cub. ft.	322,138	585,780	20,802	328,806	1,257,526					
Firewood..... Cords.		9			9					
Staves..... No.										

SESSIONAL PAPER No. 20a

D—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	114,885	109	67,475	168	182,444	71	30,309	564	395,113
1900.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat.....	67,694	43,157	23,066	2,130	136,047					
Corn.....	39,597	31,248	78,701	13,963	163,509					
Barley.....			2,402	1,047	3,449					
Oats.....			39,706	407	40,113					
Peas.....	115		4		119					
Rye.....	1,389		2,149		3,538					
Coal.....	723	637	433	559	2,352					
Miscellaneous merchandise..	53,649	31,536	43,344	3,564	132,093					
Shingles, woodenware, &c....	1,078				1,078					
Sawed lumber.....Ft. B.M.	6,847,279	5,344,258	14,984,483	18,770,405	45,946,425					
Square timber.....Cub. ft.	439,827	355,951	11,583	198,420	1,005,781					
Firewood.....Cords.	126	255			381					
Staves.....No.	1,000				1,000					
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	197	103,802	114	59,022	163	182,497	48	22,319	522	367,640
1901.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat.....	57,641	58,973	31,955	1,241	149,810					
Corn.....	7,350	4,689	55,717		67,756					
Barley.....			7,119		7,119					
Oats.....	944		27,197		28,141					
Peas.....										
Rye.....	2,961				2,961					
Coal.....	1,960	362	357		2,679					
Miscellaneous merchandise..	71,300	32,312	12,874	7,469	123,955					
Shingles, woodenware, &c....	18				18					
Sawed lumber.....Ft. B.M.	6,533,423	4,060,251	11,089,806	13,092,940	34,776,420					
Square timber.....Cub. ft.	362,441	204,682	9,384	149,531	729,038					
Firewood.....Cords.	165	264			429					
Staves.....No.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	383,185
1902.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat.....	82,954	85,973	52,889		221,816					
Corn.....	148	1,388	66,111		67,647					
Barley.....			7,418		7,418					
Oats.....	1,200	43	9,963		11,206					
Peas.....										
Rye.....	3,808		271		4,079					
Coal.....	3,977	25,732	13,497	8,332	51,538					
Miscellaneous merchandise..	33,111	8,723	38,351	1,594	81,779					
Shingles, woodenware, &c....	47	28	4		79					
Sawed lumber.....Ft. B.M.	13,218,960	3,256,187	25,437,287	19,540,426	61,452,860					
Square timber.....Cub. ft.	370,718	557,689		115,000	1,043,407					
Firewood.....Cords.	56	40			96					
Staves.....No.		14,000			14,000					

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D—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.
	239	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat.....	149,378	38,473	60,514	6,305	254,670					
Corn.....	21,356	4,682	174,588	10,132	210,758					
Barley.....	2,580	667	11,409	14,656						
Oats.....	306	1,335	6,112	7,753						
Peas.....	63	.....	22	85					
Rye.....	.....	.....	4,904	4,904				
Coal.....	389	12,991	8,133	8,496	30,009					
Miscellaneous merchandise...	39,563	3,367	41,584	2,000	86,514					
Shingles, woodenware, &c.....	.....	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	1,316,200				
Firewood..... Cords.	.....	210	9	.....	219			
Staves..... No.	.....	641,000	.....	.....	641,000		
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	95,362	.....	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					
Miscellaneous merchandise...	34,907	.....	1,925	.....	36,832			
Shingles, woodenware, &c.....	29,567	.....	60,548	.....	90,115			
Sawed lumber..... Ft. B. M.	15,077,382	854,811	32,754,541	9,572,655	58,259,389					
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	91	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	8,673	91,088					
Iron ore.....	14,358	8,023	.....	.....	22,381			
Merchandise.....	29,375	7,485	74,975	3,126	114,961					
Shingles, woodenware, &c.....	.....	2,748,941	2,325	.....	2,325			
Sawed lumber..... Ft. B. M.	2,867,147	.....	38,290,831	12,479,698	54,589,200				
Square timber..... Cub. ft.	355,000	951,524	.....	.....	538,000			
Firewood..... Cords.	.....	183,000	900	.....	900			

SESSIONAL PAPER No. 20a

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	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	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1,007	806,116
1907.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	294,298		50,808		130,818		4,429		480,303	
Corn	6,713		514		259,895		4,571		271,693	
Barley	8,726		468		4,046				13,240	
Oats	49,689		16,647		7,033				73,369	
Peas					25				25	
Rye					2,270				2,270	
Coal	31,506		47,373		50,183		14,493		143,555	
Iron ore	12,040		8,950						20,990	
Merchandise	21,545		9,436		5,231		6,235		42,447	
Shingles, woodenware, &c. . .					2,222				2,222	
Sawed lumber	Ft. B. M.				14,395,124		11,201,446		25,596,570	
Square timber	Cub. Ft. 558,090		323,000						881,090	
Firewood	Cords.				660				660	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	505,151		39,001		183,101		3,498		730,751	
Corn	2,405				124,997				127,402	
Barley	19,775		1,133		10,264				31,172	
Oats	30,091		643		2,689				33,423	
Peas					40				40	
Rye	742				5,925				6,667	
Coal	39,733		42,656		57,448		8,344		148,181	
Merchandise	26,815		14,783		14,410		13,686		69,694	
Firewood	Cords.		70		1,173				1,243	
Sawed lumber	Ft. B. M.				17,372,070		6,578,545		24,150,615	
Square timber	Cub. Ft. 221,300		313,000						534,300	

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WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

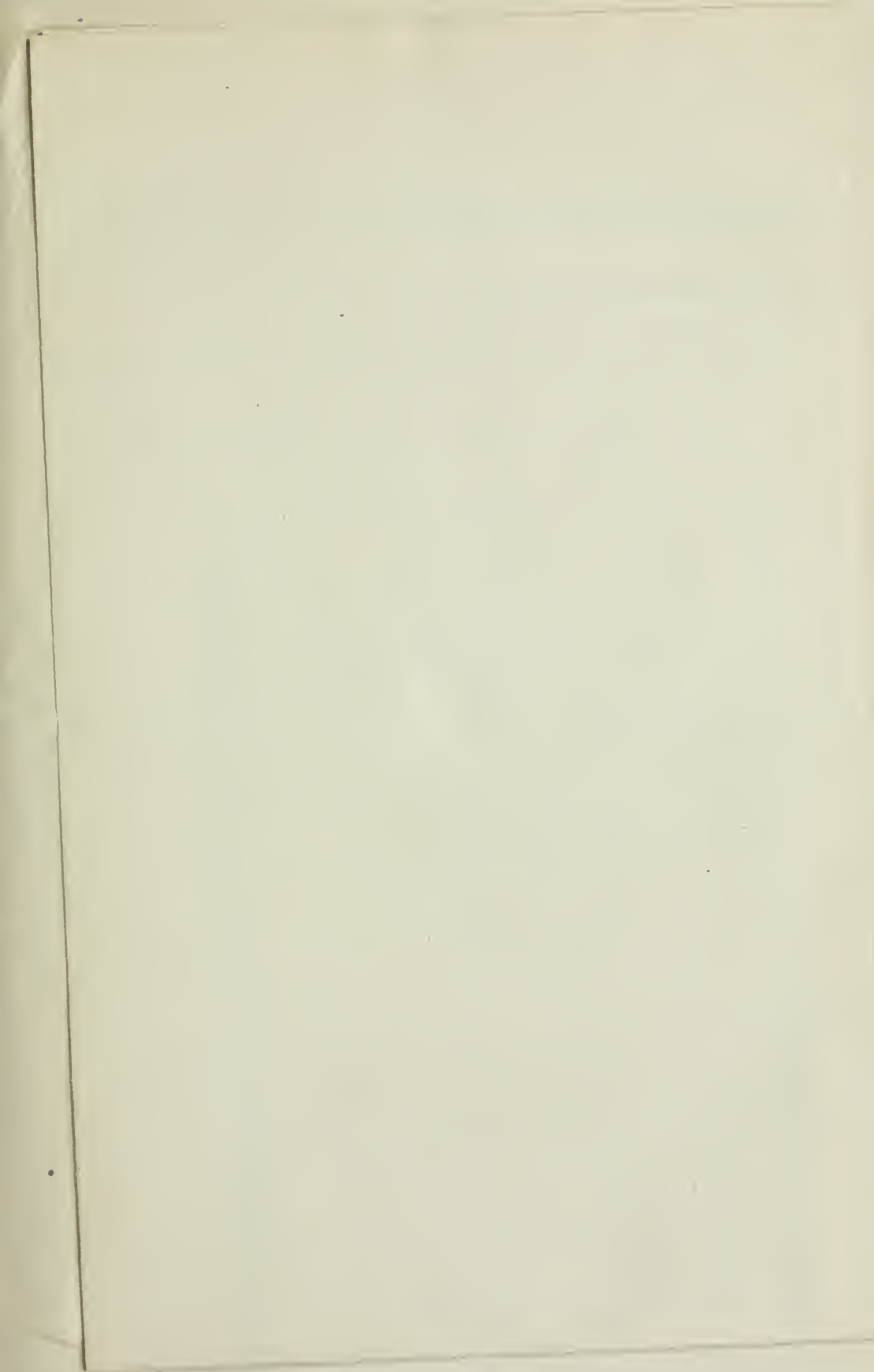
WELLAND CANAL—WEST BOUND FREIGHT.

THE total quantity of Through Freight passed Up the Welland Canal in Canadian and United States Vessels during the Season of Navigation in 1908 is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	142,517	
" sail "	11,686	
Total quantity in Canadian vessels		154,203
In United States steam vessels	255,990	
" sail "	7	
Total in United States vessels		255,997
Grand total freight passed Up the Welland Canal in Canadian and United States vessels		410,200

STATEMENT of the Quantity of Through Freight passed Up and Down the Welland Canal during the Season of Navigation in 1908.

Summary.	Tons.	Tons.
In Canadian steam vessels up	142,517	
" " down	660,832	
Total in Canadian steam vessels		803,349
In Canadian sail vessels up	11,686	
" " down	106,286	
Total in Canadian sail vessels		117,972
Total quantity in Canadian vessels		921,321
In United States steam vessels up	255,990	
" " down	481,615	
Total in United States steam vessels		737,605
In United States sail vessels up	7	
" " down	36,496	
Total in United States sail vessels		36,503
Total quantity in United States vessels		774,108
Total in Canadian and United States vessels		1,695,429
	Down or East Bound.	Up or West Bound
In Canadian vessels	767,118	154,203
In United States vessels	518,111	255,997
Total	1,285,229	410,200



SESSIONAL PAPER No. 20a

F.—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 season of navigation 1896 to 1908.

Articles.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Cement and water lime.....	12				15				35	22			
Clay, lime and sand.....		38	52	15			50		8,170	10			
" pig.....	5				508								
" all other.....	2,020	7,564	6,217	5,063	4,292	1,178	5,785	2,542	1,651	384	269	124	553
Steel.....	542	375	1,351	3,000	5,420				16	48			
Stone, for cutting.....	200												
Apples.....	1,263				1,288				1			9,936	
Barley.....	240		3,960	596	1,288			2,206	9,697	43,607	21,196	105,984	24,318
Corn.....	182,330	267,553	310,498	150,399	109,359	14,319	1,719	123,864	55,021	84,204	53,559		10,454
Flaxseed.....		3,293	5,087		4,965	3,643		3,643	212	15,690	80,570	49,150	27,500
Flour.....	11,964	1,029	653	4,229	1,595	1,400	6,755	16,151	24,692	14,571	9,174	3,730	5,028
Mead, all kinds.....						35		348	57	270	60		156
Oats.....	12,973	6,847	3,975	10,250	8,925	1,584	1,442	2,438	21,404	21,404	37,164	66,941	28,081
Oil cake.....						1,083		462	7,846	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	1,405	2,266	6,662
Salt.....		216	144	183		50		132	645	168	75	143	419
Seeds, all kinds.....	20			200								20	
Hay, pressed.....				96		246							
Tobacco, raw.....		51											
Wheat.....	255,198	278,498	184,154	169,978	121,896	132,702	200,975	226,746	133,528	190,565	289,611	450,446	686,626
All other agricultural products, vegetables.....	29		56	32									
Hides, skins, horns and hoofs.....		1		1					10		2		
Horses.....	1		4										
Lard and lard oil.....						1,155				2,847	4,810		
Meats, all kinds.....						114							
Pork.....	1					34							524
Tallow.....								3		53			
All other agricultural products, animal.....									1				
Total, class 3.....	477,541	576,008	532,499	345,565	256,491	161,849	220,805	382,858	241,522	384,727	499,895	688,749	790,321
<i>Class 4.</i>													
Agricultural implements.....				3									
Ashes.....	94	133	73	55	25	1,785	13	58	17				
Bricks.....						3		2	16				1,543

F.—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.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
	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.....		53	75	16	6	1		15	3	21	11	4	
Glass, all kinds.....	167	9	56	159			54	240		820			
Molasses.....								19	64	20,700	19,995	22,111	30,002
Nails.....	23	112	1,141	7,143	15,647	14,987	12,091	14,619	12,848				3
Oil.....					5	17		5					
Paint.....													
Pitch and tar.....	4									53		101	
Rags.....								4					
Rosin.....								20					
Soda ash.....						4				59		15	
Sugar.....	1					112				2,019		72	
Tin.....									87	53			
Tobacco.....				96						204			
White lead.....					16								
Whisky, beer and other spirits.....		46	4	74	11	32			766	635	614	1,224	1,056
Merchandise not enumerated.....	376	1,226	866	518	92	2,420	419	582	713	851	466	2,294	2,126
Total, class 4.....	679	1,580	2,215	7,969	15,798	19,366	12,577	15,569	14,456	25,572	21,164	25,749	34,730
<i>Class 5.</i>													
Barrels, empty.....				1	182	66	15						
Hoops.....		257											
Sawed lumber.....	657	478	3,065	924	15,760	2,635	1,085		394	3,957	100		
Staves, pipe and barrel.....		4,716									2,400		
" West India and pipe.....													
Timber, square, in vessels.....	1,200	1,207	329	26					1,544	1,260	1,500	4,180	
" in rafts.....							17						
Woodenware.....													
Total, class 5.....	1,857	6,658	3,394	951	15,942	3,205	1,117		1,938	5,217	4,000	4,180	
<i>Special Class.</i>													
Coal.....													
Iron ore.....													
Stone, all kinds.....							15,976		17,362	29,351	29,172	70,489	42,075
										3,837			1,272
Total, special class.....										33,188	29,172	70,489	43,367
Grand total.....	480,077	584,246	538,108	354,485	28,231	184,420	250,475	398,427	275,278	448,704	554,231	789,167	869,398

SESSIONAL PAPER No. 20a

G.—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 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906 and 1907.

Articles.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks.....	24	15	70	70	24	49	196	22	80	115	132		556
Brimestone.....							5	20	23	12			
Cement and water lime.....	1,859	1,686	837	996	997	1,931	2,916	178	3,924	39	181	88	13
Clay, lime and sand.....			4	144	8	4	2	1	181				100
Cotton, raw.....													
Fish.....		11	10	9	10	8	8		23	4			39
Gypsum.....		1,687			4		748	11,735	39,641	283	136	7,930	4,119
Iron, railway.....		56	6			3		558	273		312	680	7,655
" pig.....	1,831	727	559	699	1,318	1,428	4,950	2,904	5,845	3,782	3,633	8,235	6,987
Salt.....	932	822	25	35	48	48	75	4	87	99	150	17	
Steel.....	528			19	18		3	11	332	58	192	111	2,561
Stone for cutting.....		4	62							41			
Flour.....							16				18		
Hay.....	124									25			30
Meals.....									17				
Oats.....													
Potatoes.....													
Seeds, all kinds.....		99	121	56	121	218	302	58	325	164	35	17	
Tobacco, raw.....	25							1					
Agricultural products not enumerated, vegetables.....			4				1	1			127		
Hides and skins.....	26							16	6				
Horses.....	26	1		1				11					
Lard and lard oil.....				2								20	1
Meats other than pork.....	1								1	25			15
Pork.....						1							
Wool.....													
All other articles not enumerated.....													
Total, class 3.....	5,432	5,080	1,698	2,031	2,500	3,704	9,222	15,520	50,768	4,647	4,934	16,457	22,076
<i>Class 4.</i>													
Agricultural implements.....												5	
Ashes, pot and pearl.....			1						2				
Crockery and earthenware.....	12	83	4	33	3	5			32	291	155	294	456
Dye woods, &c.....										2			2

G.—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.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>													
Furniture.....			2			1			1	5	2	1	35
Glass, all kinds.....	394	612	799	150	299	456	612	1,384	1,207	1,671	1,641	2,519	3,534
Manilla.....										34	93	37	15
Marble.....												35	
Molasses.....	20	1					1		6		1		50
Nails.....	1,149	409	129	229	518	30	675	1,292	2,878	2,009	3,061	4,011	3,331
Oil, in barrels.....	31	33	12	15	21	74	83	14	16	1,418	120	148	155
Paint.....	75	49	20	35	2	12	69	97	158	202	367	412	295
Pitch and tar.....	67	60	20	37	6	21	27	1	58	139	5	239	
Rags.....					14			1	29		15		50
Resin.....	84	74	249	88	108	69	169	201	1				25
Soda ash.....		17	25	31					264	387	28	310	37
Stone, wrought.....													5
Sugar.....	1,430	1,873	311	566	1,596	430	810	1,314	204	32	1,168	1,153	6,046
Tin.....	396	395	359	237	159	117	338	506	209	362	428	1,365	1,173
Turpentine.....									2				1
White lead.....	7	10	5		1	4	11	37	1	82	80	304	283
Whiting.....	113	56	104	93	89	39	49	61	22	33	158	93	18
Whisky, beer, &c.....	77	51	93	48	178	295	131	182	452	482	384	483	1,040
Merchandise not enumerated.....	1,268	1,247	711	793	482	744	1,516	1,049	3,674	6,200	15,360	11,707	16,498
Total, class 4.....	5,123	4,970	2,844	2,405	3,491	2,447	4,492	6,169	9,294	13,379	23,566	23,116	33,049
<i>Class 5.</i>													
Barrels, empty.....												54,906	
Pine-wood in vessels.....								3,600	40,026	40,425	43,982	2,307	2,337
Pulp-wood.....													101,989
Lumber, sawn, in vessels.....									611				
Railway ties in vessels.....												5	
Woodenware.....													
Total, class 5.....								3,600	40,637	40,425	43,982	57,218	104,326
<i>Special Class.</i>													
Coal.....										10,200			
Iron ore.....										2,861			
Total, special class.....										13,061			
Grand total.....	10,555	10,050	4,542	4,436	5,991	6,211	13,714	25,289	100,639	71,512	72,482	96,791	159,451

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II.—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 1896 to 1903 inclusive.

Articles.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks.....		845	300		18								
Cement and water lime.....												20	
Fish.....		305	770	1,008	714		30			1	27	30	
Iron, railway.....			324	549		105					2		
" all other.....			2,451	13,522	3,110							509	9,086
Salt.....	498												
Steel.....													
Stones for cutting.....													
Apples.....	11,128	14,173	6,909	2,421	2,402	7,119	7,418	11,433	16,621	9,197	9,266	2,812	7,118
Barley.....	175,094	169,057	150,667	81,777	60,545	55,531	66,111	108,917	60,964	93,622	135,240	124,474	99,830
Corn.....	16,224	7,227	4,212	6,118	7,966	17,168	13,785	6,082	8,556	24,054	15,215	18,898	17,691
Flour.....		301								200			
Hay, pressed.....	46,456	41,644	22,626	18,198	14,244	14,016	12,675	13,516	13,076	9,606	10,668	21,976	21,333
Meal, all kinds.....										87			
Marble.....										1			
Nails.....					2,705	1,302	110	740	16,497	228		114	
Oil cake.....	16,137	14,969	12,729	19,526	39,706	26,344	10,006	6,112	3	10,892	11,323	4,741	2,070
Oats.....			45		4			22		76	11	25	40
Peas.....													2
Potatoes.....	490		1,197	923	2,149			4,174			756		
Rye.....				200				1,594			3	17	
Flax seed.....	78	299	44	11			10	27		43			
Seeds, all kinds.....													
Tobacco.....						23							
Wheat.....	34,878	28,919	11,208	12,926	18,771	23,557	32,639	15,436	14,269	15,483	13,410	21,892	24,651
Agricultural products, vegetables.....					6	10		1			1	7	21
Hides and skins, &c.....	41	23						2					
Horses.....	3	3	2		4								
Lard and lard oil, &c.....	1,348	1,444	3,671	864	1,588	1,680	2,413				22	86	
Meats, other than pork.....					17	970	632	162	379	273	268	429	
Pork.....	390	243	1,271	343									190
Sheep.....			359	201	631	119							
Tallow.....		197	89	130		3	752	482	134	21	89	30	
Wood.....	900												
Total, class 3.....	303,665	280,319	219,434	158,720	1	147,947	146,581	108,720	130,499	163,784	196,301	196,062	482,085
<i>Class 4.</i>													
Agricultural implements.....							399		396	552	494		2
Grocery and earthenware.....													5
Furniture.....			2	7		3	17				1		

H.—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 1896 to 1908 inclusive.—*Concluded.*

Articles.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Marble						4							
Molasses				8	57								
Nails				11									
Oil, in barrels	1,005	198	119	367	17	22	1,594	2,000	1			3	15
Paint			3	2	36				17	42	1	1	1
Rags				1				4					
Soda ash													
Stone, wrought													
Sugar	165	31			154	448	280		53	53	840	26,075	
White lead										7			
Whiting				34								21	
Whisky, beer and all other spirits	3,990	3,591	3,828	6,219	7,889	3,327	1,928	2,010	1,554	2,008	2,324	41,621	1,857
Merchandise	5,160	3,820	3,986	6,783	8,164	3,805	4,218	4,017	2,021	2,666	3,660	67,768	1,875
Total, class 4													
<i>Class 5.</i>													
Empty barrels	10					282							
Firewood, in vessels	165				5		4					1	
Lumber, sawn, in vessels	75,515	68,280	52,844	57,695	55,128	38,685	72,806	48,337	30,194	15,726	27,701	14,314	21,571
Masts and spars, in vessels		403											
Hop poles									154			2,151	478
Railway ties in vessels									652	2,248		70	
Shingles										62	53		
Split posts										12			
Staves, salt barrels											1,500		
Staves, square, in vessels		1,040											
Timber, square, in vessels		1											
Woodenware, &c	12												
Total, class 5	75,702	69,724	52,844	57,695	55,133	38,367	72,810	48,337	31,717	20,751	32,865	18,516	25,558
<i>Special class.</i>													
Coal	1,255											110,347	
Stone, not suitable for cutting			759	2,293	992	357	501		1,100	3,346	4,400		
Kryolite												2,734	
Iron ore												1,316	
Total, special class	1,255		759	2,293	992	257	501		1,100	3,346	4,400	114,397	
Grand total	385,782	353,863	277,023	225,491	218,969	190,476	224,110	221,074	165,337	190,547	237,226	386,743	266,518

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J.—STATEMENT showing the Quantity of Grain passed Down the Welland Canal in Canadian and United States vessels entering the Canal at Port Colborne, during the Season of Navigation in 1908.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
Barley.....		19,775		1,133		10,264				31,172
Corn.....		2,405				124,997				127,402
Oats.....		30,091		643		2,689				33,423
Pease.....						40				40
Rye.....		742				5,925				6,667
Wheat.....		505,151		39,001		183,101		3,498		730,751
Total		558,164		40,777		327,016		3,498		929,455
Cargoes in Canadian Vessels, Steam, total quantity.....									558,164	
" " " Sail "									40,777	
" United States " Steam "									327,016	
" " " Sail "									3,498	

K.—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 1908.

Summary.	Tons.	Tons.
Canadian Steam—330 cargoes of grain.....	558,164	
" Sail 25 "	40,777	
Total in Canadian vessels.....		598,941
United States Steam—269 cargoes of grain....	327,016	
" Sail 2 "	3,498	
Total in United States vessels.....		330,514
Total in Canadian and United States vessels.....		929,455
Distributed as follows:—		
187 Canadian and 54 United States vessels arrived at Kingston, discharged part of their cargoes, taking the balance to Montreal.....		384,802
222 vessels arrived at Kingston and discharged all their cargoes, as follows:—		
181 cargoes in Canadian vessels.....	300,772	
41 " United States vessels.....	68,626	
Quantity transhipped and taken to Montreal.....		369,398
" taken to Ogdensburg.....		138,972
" remaining at Canadian ports		36,283
Total.....		929,455

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L—COMPARATIVE STATEMENT of the Quantity of Grain passed Down the Welland Canal to Kingston and Ogdensburg, during the Seasons of Navigation in 1907 and 1908.

	1907.		1908.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels	255	427,813	355	598,941
Quantity arrived at Kingston and Ogdensburg in United States vessels	263	413,087	271	330,514
Total	518	840,900	626	929,455
Quantity transhipped at Kingston and Ogdensburg in Canadian vessels for Montreal		466,777		*369,398
Quantity taken to Montreal in vessels in which it arrived at Kingston		168,796		384,802
Quantity remaining at Kingston, Ogdensburg and Cardinal		205,327		175,255
Total		840,900		929,455

*Of this quantity 960 tons were transhipped from Kingston, being grain of 1907. 241 vessels took their cargoes through in 1908, against 134 in 1907. 222 vessels discharged all their cargoes in 1908, against 287 in 1907.

M.—The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1908, inclusive, 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.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1885			193,442	4,974	10,321	31,350	240,087
1886			184,564	5,400	22,187	49,724	261,875
1887			81,617	1,163	26,775	25,968	135,523
1888			172,381	878	17,365	27,183	217,807
1889			226,352	1,124	12,036	25,931	265,443
1890	80		116,616	615	17,280	22,781	202,372
1891			185,190	1,382	17,374	20,698	224,644
1892			183,244	651	12,391	15,330	211,616
1893			204,704	2,123	8,325	17,944	233,096
1894			187,794	727	1,269	13,947	203,737
1895	4		148,887	603	1,565	7,807	158,866
1896	20	210	206,093	1,255	4,127	11,740	223,445
1897		4	163,143		1,277	9,799	176,223
1898			156,055	759	986	4,536	162,336
1899			86,638	2,293	525	8,276	97,732
1900	8		45,032	992		1,360	47,392
1901			46,345	357	456	2,322	49,480
1902			12,410	501	65	51,037	61,013
1903	3		113,076		4,796	30,009	147,884
1904	2,919		62,782	1,100	3,711	32,813	103,325
1905			70,118	3,346	11,436	37,742	172,642
1906	60		29,123	4,400	7,161	106,843	147,587
1907	2,837		110,347		10,453	143,555	267,212
1908	4,401		158,351		5,988	148,181	316,921

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N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canal during the seasons of 1885 to 1908, inclusive.

YEARS.	Quantity passed up.	Quantity passed down to Montreal.	Total Quantity passed up and down.
	Tons.	Tons.	Tons.
1885.	5,035	122,829	127,864
1886.	3,301	118,802	122,103
1887.	7,579	121,618	129,197
1888.	8,341	123,050	131,391
1889.	5,360	124,290	129,650
1890.	6,538	135,168	141,706
1891.	7,951	141,701	149,652
1892.	7,543	157,134	164,677
1893.	2,285	147,139	149,424
1894.	16,213	169,552	185,765
1895. ....	.....	165,151	165,151
1896.	689	161,551	162,240
1897.	40	164,963	165,003
1898.	400	175,609	176,009
1899.	448	201,546	201,994
1900.	10	280,169	280,179
1901.	2,765	298,245	301,010
1902.	9,231	95,702	104,933
1903.	30	290,548	290,578
1904.	9,670	320,973	330,643
1905.	8,518	345,589	354,107
1906.	6,989	313,080	320,069
1907.	1,281	406,978	408,259
1908.	23,939	448,140	472,079

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O.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &c.

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1897.	Tonnes.	Tonnes.	Tonnes.
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
1899.			
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

* 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.

‡ 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.

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O.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &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.
1901.	Tons.	Tons.	Tons.
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
1903.			
Barley.....	2,206	1,017	11,433
Corn.....	116,223	13,846	80,689
Oats.....	2,438		5,315
Pease.....	63		22
Rye.....	4,200		644
Wheat.....	226,746	14,199	13,725
Total grain.....	‡351,936	29,062	111,828
Other articles.....	38,850	82,298	101,621
Total.....	390,786	111,360	213,449
1904.			
Barley.....	9,697	853	16,621
Corn.....	55,021	3,950	57,473
Oats.....			16,497
Pease.....			3
Rye.....			
Wheat.....	*133,528	18,908	11,929
Total grain.....	198,246	23,711	102,523
Other articles.....	77,051	80,092	138,475
Total.....	375,277	103,803	240,998

† 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.

§ 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.

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O.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &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.
1905.			
	Tons.	Tons.	Tons.
Barley.....	43,607	2,628	9,197
Corn.....	84,204	3,095	93,622
Oats.....	21,404	3,776	16,892
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
1907.			
Barley.....	9,936	492	2,812
Corn.....	106,299	31,901	133,493
Oats.....	67,063	1,565	4,741
Pease.....			25
Rye.....	2,266	2	2
Wheat.....	*450,009	8,072	22,222
Total grain.....	635,573	42,032	163,295
Other articles.....	153,594	126,423	93,127
Total.....	789,167	168,455	256,422
1908.			
Barley.....	24,318	3,546	3,308
Corn.....	10,454	11,489	105,459
Oats.....	28,081	3,272	2,070
Pease.....			40
Rye.....	6,662	3	2
Wheat.....	†686,626	19,832	24,293
Total grain.....	756,141	38,142	135,172
Other articles.....	108,785	162,378	91,875
Total.....	864,926	200,520	227,047

** 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.

* Of this quantity, 2,994 tons were transhipped to Montreal, being grain of 1906.

† Of this quantity, 960 tons were transhipped to Montreal, being grain of 1907.

TABLE 1.—COMPARATIVE STATEMENT OF Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1907 and 1908.

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.		Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	United States.	Canadian.
1907.														
Welland	91,495	452,519	110,556	20,773	177,660	219,083	10,453	525,593	390,164	1,223,968	1,614,132	927,208	776,245	
St. Lawrence.....	501,346	885,006	264,292	124	232	2,515	18,242	428,709	784,112	1,316,354	2,100,466	747,451	1,261,651	
Chambly.....	4,817	10,227	483,423	.....	.....	.....	.....	126,815	488,240	137,042	625,282	123,602	379,674
Ottawa.....	324	284,428	.....	.....	.....	53,098	.....	.....	324	337,526	337,526	238,527	238,527
Rideau.....	34,161	32,634	4,735	1,644	.....	.....	.....	9,195	38,896	43,473	82,369	12,121	77,519
St. Peter's.....	25,756	47,411	.....	.....	.....	.....	.....	.....	25,756	47,411	73,167	72,015	72,015
Trent Valley.....	13,625	56,181	.....	.....	.....	.....	.....	.....	13,625	56,181	69,806	13,306	81,690
Murray.....	11,960	13,500	.....	.....	.....	.....	.....	.....	12,350	40,052	52,402	13,306	12,595
Sault Ste. Marie.....	351,249	1,380,132	28,296	197,597	1,814,067	10,786,182	790,674	239,908	2,981,286	12,603,879	15,588,165	10,666,985	2,092,231	
Grand total	1,034,733	3,162,158	891,692	226,138	1,991,959	11,060,878	819,369	1,356,712	4,737,753	15,805,886	20,543,639	12,490,673	5,012,147	
1908.														
Welland	128,077	571,961	35,370	15,278	239,136	209,518	8,377	495,736	410,960	1,292,493	1,703,453	927,208	776,245	
St. Lawrence.....	434,906	839,881	140,162	198	753	1,227	6,635	583,340	584,456	1,424,646	2,009,102	747,451	1,261,651	
Chambly.....	4,160	10,730	364,774	.....	.....	.....	.....	123,612	368,934	134,342	503,276	123,602	379,674
Ottawa.....	2,358	226,623	.....	.....	.....	.....	.....	691	2,358	256,169	258,527	238,527	238,527
Rideau.....	39,370	31,713	1,998	4,051	.....	.....	.....	.....	41,568	48,072	89,640	12,121	77,519
St. Peter's.....	22,420	49,595	.....	.....	.....	.....	.....	.....	22,420	49,595	72,015	72,015	72,015
Trent Valley.....	11,840	69,850	.....	.....	.....	.....	.....	.....	11,840	69,850	81,690	13,306	81,690
Murray.....	6,717	5,380	.....	.....	.....	.....	.....	.....	7,209	18,692	25,901	13,306	12,595
Sault Ste. Marie.....	378,198	1,486,689	17,940	230,333	1,464,421	8,008,121	955,288	218,226	2,815,847	9,943,369	12,759,216	10,666,985	2,092,231	
Grand total	1,028,246	3,292,422	560,736	278,721	1,704,310	8,218,866	972,300	1,447,219	4,265,692	13,237,228	17,502,820	12,490,673	5,012,147	

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TABLE No. 3.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality
December

Vessels.	Total Number of Trips.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
WELLAND CANAL.					
Canadian vessels, steam	1,180	323,565	327,354	102,300	2,736
" sail.....	351	37,542	41,290	27,613	.....
Total Canadian	1,531	361,107	368,644	129,913	2,736
United States vessels, steam	753	64	267	70,292	3,323
" sail.....	67	1	6	10,966	1,764
Total United States.....	820	65	273	81,258	5,087
Grand total, Welland Canal.....	2,351	361,172	368,917	211,171	7,823
St. LAWRENCE CANALS.					
Canadian vessels, steam	3,435	557,647	445,285	44,492	230
" sail.....	3,163	543,470	448,742	20,243	.....
Total Canadian	6,598	1,101,117	894,027	64,735	230
United States vessels, steam.....	1,007	23,500	9,528	141,739	935
" sail.....	420	2,408	7,233	62,493	302
Total United States.....	1,427	25,908	16,761	204,232	1,237
Grand total, St. Lawrence Canals.....	8,025	1,127,025	910,788	268,967	1,467
CHAMBLY CANAL.					
Canadian vessels, steam	333	24,420	24,612	27	.....
" sail.....	352	5,278	5,919	6,860	.....
Total Canadian	685	29,698	30,531	6,887	.....
United States vessels, steam.....	91	20	4	616	.....
" sail.....	2,818	5	1,551	131,200	.....
Total United States.....	2,909	25	1,555	131,816	.....
Grand total, Chamblly Canal.....	3,594	29,723	32,086	138,703	.....
OTTAWA CANALS.					
Canadian vessels, steam	921	33,397	77,024	150	.....
" sail.....	852	3,039	99,011	.....	2,562
Total Canadian	1,773	36,436	176,035	150	2,562
United States vessels, steam.....	2	.....	.....	.....	36
" sail.....	107	.....	97	.....	9,778
Total United States.....	109	.....	97	.....	9,814
Grand total, Ottawa Canals	1,882	36,436	176,132	150	12,376
RIDEAU CANAL.					
Canadian vessels, steam	5,864	71,191	71,010	140
" sail.....	1,968	20,396	21,371	298
Total Canadian	7,832	91,587	92,381	438

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of Vessels passed through all the Canals during the Season of Navigation ended 31, 1908.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
2,604	.....	6,114	92,689	434,583	422,779	857,362
243	.....	.....	28,187	65,398	69,477	134,875
2,847	.....	6,114	120,876	499,981	492,256	992,237
243,120	172,732	1,656	141,523	315,132	320,845	635,977
5,057	2,207	588	14,368	16,612	18,345	34,957
248,177	174,939	2,244	158,891	331,744	339,190	670,934
251,024	174,939	3,358	279,767	831,725	831,446	1,663,171
183	.....	157	96,203	602,479	541,718	1,144,197
.....	.....	442	27,186	564,155	475,928	1,040,083
183	.....	599	123,389	1,166,634	1,017,646	2,184,280
17,310	16,431	1,135	165,923	183,684	192,817	376,501
597	310	15,455	50,968	80,953	58,813	139,766
17,907	16,741	16,590	216,891	264,637	251,630	516,267
18,090	16,741	17,189	340,280	1,431,271	1,269,276	2,700,547
.....	.....	.....	62	24,447	24,674	49,121
.....	.....	.....	7,035	12,188	12,954	25,092
.....	.....	.....	7,097	36,585	37,628	74,213
32	.....	.....	1,342	668	1,346	2,014
.....	.....	.....	145,960	131,205	147,511	278,716
32	.....	.....	147,302	131,873	148,837	280,730
32	.....	.....	154,399	168,458	186,485	354,943
.....	.....	.....	.....	33,547	77,024	110,571
.....	.....	.....	.....	3,039	101,573	104,612
.....	.....	.....	.....	36,586	178,597	215,183
.....	.....	.....	.....	.....	36	36
.....	.....	193	493	193	10,368	10,561
.....	.....	193	493	193	10,404	10,597
.....	193	493	36,779	189,001	225,780
.....	1,205	71,331	72,215	143,546
.....	407	20,694	21,778	42,472
.....	1,612	92,025	93,993	186,018

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TABLE NO. 3.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality
December 31,

Vessels.	Total Number of Trips.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
RIDEAU CANAL—Con.					
United States vessels, steam.....	60	95	204	45	2
" sail.....	89	905	1,279	128	495
Total United States.....	149	1,000	1,483	173	497
Grand total, Rideau Canal ..	7,981	92,587	93,864	611	497
ST. PETER'S CANAL.					
Canadian vessels, steam ..	234	13,772	13,151		
" sail.....	1,146	34,000	34,637		
Total Canadian.....	1,380	47,772	47,788		
United States vessels, steam.....					
" sail.....					
Total United States.....					
Grand total, St. Peter's Canal.....	1,380	47,772	47,788		
TRENT VALLEY CANALS.					
Canadian vessels, steam.....	4,337	78,428	95,240		
" sail.....	683	19,519	32,632		
Total Canadian.....	5,025	97,947	127,872		
United States vessels, steam.....					
" sail.....					
Total United States.....					
Grand total, Trent Valley Canals.....	5,025	97,947	127,872		
MURRAY CANAL.					
Canadian vessels, steam.....	748	55,213	49,784	35,581	
" sail.....	179	11,493	11,488	4,048	
Total Canadian.....	927	66,706	61,272	39,629	
United States vessels, steam.....	48	509	170	368	
" sail.....	23	90	5	121	
Total United States.....	71	599	175	489	
Grand total, Murray Canal.....	998	67,305	61,447	40,118	
SAULTE STE. MARIE CANAL.					
Canadian vessels, steam.....	2,957	859,158	911,216	75,190	221,475
" sail.....	332	35,248	38,373	1,385	312
Total Canadian.....	3,289	894,406	949,589	76,575	221,787
United States vessels, steam.....	1,905	24,348	11,664	24,205	103,018
" sail.....	99	2,642	697	600	4,467
Total United States.....	2,204	26,990	12,361	24,805	107,485
Grand total, Sault Ste. Marie Canal...	5,293	921,396	961,950	101,380	329,272

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of Vessels passed through all the Canals during the Season of Navigation ended 1908.—Continued.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
			276	140	482	622
			493	1,033	2,267	3,300
			769	1,173	2,749	3,922
			2,331	93,198	96,742	189,940
				13,772	13,151	26,923
				34,000	34,637	68,637
				47,772	47,788	95,560
				47,772	47,788	95,560
				78,428	95,240	173,668
				19,519	32,632	52,151
				97,947	127,872	225,819
				97,947	127,872	225,819
		536	31,487	91,330	81,271	172,601
		30	4,587	15,571	16,075	31,646
		566	36,074	106,901	97,346	204,247
		65	1,322	942	1,492	2,434
			384	211	389	600
		65	1,706	1,153	1,881	3,034
		631	37,780	108,054	99,227	207,281
2,027	7,844	339,212	106,982	1,275,587	1,247,517	2,523,104
		2,453	2,357	39,086	41,042	80,128
2,027	7,844	341,665	109,339	1,314,673	1,288,559	2,603,232
2,588,883	3,913,721	188,396	9,751	2,825,832	4,038,154	6,863,986
120,625	36,991	5,347	300	129,214	42,455	171,669
2,709,508	3,950,712	193,743	10,051	2,955,046	4,080,609	7,035,655
2,711,535	3,958,556	535,408	119,390	4,269,719	5,369,168	9,638,887

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TABLE 4.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1907 and 1908.

Articles.	1907.	1908.	Increase.	Decrease.
<i>Class No. 1.</i>	Tons,	Tons.	Tons.	Tons.
Canadian vessels, steam.....	4,528,064	5,201,093	673,029	
" sail.....	1,796,715	1,579,696		217,019
United States vessels, steam.....	10,822,555	7,881,570		2,940,985
" sail.....	786,411	639,569		146,842
Total, class No. 1.....	17,933,745	15,301,928	673,029	3,304,846
<i>Class No. 2.</i>	No.	No.	No.	No.
Passengers.....	279,199	280,830	1,631	
<i>Class No. 3.</i>	Tons.	Tons.	Tons.	Tons.
Barley.....	154,986	174,628	19,642	
Buckwheat.....	53	858	805	
Corn.....	410,671	153,713		256,958
Flour.....	378,644	228,605		150,039
Hay, pressed.....	25,121	18,259		6,862
Meal, all kinds.....	49,612	28,100		21,512
Oil cake.....	2,028	134		1,894
Oats.....	343,984	225,659		118,325
Pease.....	822	286		536
Potatoes.....	6,535	6,858	323	
Rye.....	13,638	26,661	13,023	
Flax seed.....	248,940	234,738		14,202
Wheat.....	2,473,202	3,199,031	725,829	
All other vegetable.....	27,096	23,838		3,258
Cattle.....	552	628	76	
Fish.....	2,705	2,220		485
Hogs.....	578	369		209
Hides and leather.....	50	101	51	
Horses.....	784	701		83
Dressed meats.....	701	106		595
Pork and products.....	1,185	2,273	1,088	
Sheep.....	332	209		123
Wool.....	1,635	4		1,631
All other animal.....	12,499	10,177		2,322
Total, class No. 3.....	4,156,353	4,338,156	760,837	579,034
<i>Class No 4.</i>				
Agricultural implements.....	8,508	11,378	2,870	
Bricks.....	20,953	15,769		5,184
Cement and lime.....	78,347	49,577		28,770
Clay and sand.....	174,274	126,065		48,209
Crockery and earthenware.....	1,804	1,813	9	
Furniture.....	4,165	2,905		1,260
Glass, all kinds.....	10,990	10,364		626
Iron, pig and bloom.....	155,466	52,952		102,514
" all other.....	71,208	132,307	61,099	
Nails.....	20,397	12,075		8,322
Oils.....	59,903	83,742	23,839	
Paint.....	2,473	3,714	1,241	
Salt.....	19,035	22,709	3,674	
Steel.....	22,740	82,902	60,162	
Whisky and all other spirits.....	10,682	10,193		489
Merchandise not enumerated.....	526,474	531,665	5,191	
Total, class No. 4.....	1,187,419	1,150,130	158,085	195,374

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TABLE 4.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1907 and 1908—*Concluded.*

Articles.	1907.	1908.	Increase.	Decrease.
<i>Class No. 5.</i>	Tons.	Tons.	Tons.	Tons.
Floats.....	39,550	15,684	.....	23,866
Firewood, in vessels.....	59,999	74,117	14,118	.....
Pulpwood..	752,691	393,189	.....	359,502
Sawed lumber, in vessels.....	533,051	414,405	.....	118,646
" rafts.....	243	2,824	2,581	.....
Railway ties, in vessels.....	3,371	2,598	.....	773
Masts, spars, &c., in rafts.....	4,630	841	.....	3,789
Square timber, in vessels.....	26,214	17,570	.....	8,644
" rafts.....	10,910	35,502	24,592	.....
Shingles.....	19,087	9,990	.....	9,097
Saw logs.....	35,628	18,056	.....	17,572
Other woods.....	2,552	2,655	103	.....
Total, class No. 5.....	1,487,926	987,431	41,3	541,839
<i>Class No. 6.</i>				
Coal, hard.....	3,546,683	1,006,259	.....	18,574
" soft.....		2,521,850		
Coke.....		52	52	.....
Copper ore.....	19,384	8,855	.....	10,529
Iron ore.....	10,105,016	7,402,672	.....	2,702,344
Other ore.....	4,889	10,321	5,432	.....
Stone, all kinds.....	35,969	77,094	41,125	.....
Total, class No. 6.....	13,711,941	11,027,103	46,609	2,731,447
Freight, grand total.....	20,543,639	17,502,820	1,006,925	4,047,744
Freight, grand total, decrease..	3,940,819

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APPENDIX A—Continued.
 TABLE 5—STATEMENT of Traffic on the undermentioned Canals during the Season of Navigation in 1908.

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.		Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.		Sault Ste. Marie Canal.	
	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.
<i>Class No. 1.</i>																		
Canadian vessels, steam.....	857,362		1,144,197		49,121		172,601		110,571		143,546		26,923		173,668		2,523,104	
United States vessels, steam.....	635,977		376,501		2,014		2,434		36		622		68,637		52,151		6,863,986	
Canadian vessels, sail.....	134,875		1,040,083		25,092		31,646		104,612		42,472		80,128		171,669		80,128	
United States vessels, sail.....	34,957		133,766		278,716		600		10,561		3,300		.....		.....		171,669	
Total, class No. 1.....	1,653,171		2,700,547		354,943		207,281		225,780		189,940		95,560		225,819		9,638,887	
<i>Class No. 2.</i>																		
Passengers.....		6,153		94,594		3,597		23,771		14,557		22,640		85,291		30,227		
<i>Class No. 3.</i>																		
Barley.....	31,172		27,483		17		200		.....		176		10		3		115,567	
Buckwheat.....	.....		850		43		.....		.....		8		37		.....		.....
Corn.....	127,402		26,134		.....		.....		2		95		.....		.....		.....
Flaxseed.....	32,088		30,607		476		.....		16		186		1,383		17		172,043	
Flour.....	23,209		10,151		7,812		.....		2,327		1,332		1,261		23		193,167	
Hay, pressed.....	.....		5,504		24		.....		2		45		484		17		5,529	
Meals, all kinds.....	21,628		371		.....		.....		5		54		.....		.....		.....
Oil cake.....	.....		75		420		.....		495		474		3,566		21		156,370	
Oats.....	33,423		30,890		9		24		.....		4		.....		64		.....
Pease.....	40		145		128		.....		828		79		5,468		172		.....
Potatoes.....	.....		183		.....		.....		.....		.....		.....		.....		.....
Rye.....	6,667		6,783		.....		.....		.....		.....		.....		.....		.....
Wheat.....	732,131		708,022		9		1,228		572		1,232		1,026		416		13,200	
All other agricultural products, vegetables.....	175		13,310		1,000		.....		229		468		9		52		1,757,221	
Cattle.....	.....		263		73		.....		.....		.....		.....		.....		6,045	
Fish.....	29		40		5		2		1		18		2,072		.....		53	
Hogs.....	.....		3		61		.....		26		.....		.....		277		.....
Hides and leather.....	39		.....		30		7		1		12		3		3		.....
Horses.....	.....		493		10		8		150		28		1		9		.....

APPENDIX A—Continued.

TABLE 5—STATEMENT of Traffic on the undermentioned Canals during the Season of Navigation in 1908—Concluded.

ARTICLES.	Welland Canal.	St. Lawrence Canal.	Chambly Canal.	Murray Canal.	Ottawa Canal.	Rideau Canal.	St. Peter's Canal.	Trent Valley Canal.	Sault Ste. Marie Canal.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class No. 6.</i>									
Coal, hard.....	172,523	389,163	95,336	397	23	9,358	626	84	338,749
" soft.....	144,398	266,775	175	14,430	24	3,757	40,865	66	2,051,360
Colco.....						12			40
Copper ore.....									8,855
Iron ".....	8,374	1,006	7,533	15	21		20		7,385,103
Other ".....	9,030		70		20	419	244	5	583
Stone, all kinds.....	23,750	21,026	4,627	175		2	4,602	12,432	10,470
Total, class No. 6.....	358,685	677,970	107,741	15,017	88	13,548	46,357	12,587	9,795,110
Grand total.....	1,703,453	2,009,102	563,276	25,901	258,527	89,640	72,015	81,690	12,759,216

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 15, 1908.RICHARD DEVLIN,
Comptroller of Canal Statistics.

SUPPLEMENTARY APPENDIX A.—Continued.

TABLE 6.—SUMMARY STATEMENT OF Traffic on the undermentioned Canals during the Season of Navigation ended 31st December, 1908, showing the total quantity of each description of property passed through.

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.		Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.		
	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	
Vessels of all kinds.....	1,663,171		2,700,547		354,993		297,281		* 225,780		189,940		95,560		225,819		9,638,887		
Passengers.....		6,153		94,594		3,597		23,771		14,557		22,640					85,291		30,227
<i>Forest—Produce of Wood.</i>																			
Floats.....																			
Firewood.....	5,369		372		402				10,080								4,936		668
Pulpwood.....	4,293		86,511		302,384		1		19,667		6,603		149				41,225		330
Lumber, sawed.....	43,690		58,660		60,517		133		163,877		24,922		4,653				4,679		
Masts, spars, &c.....					738		48				40		15						56,098
Railway ties.....	478		200				17				38		240						1,353
Saw logs.....	318								6,901		138		130				10,286		283
Slings.....	3,572				70		24		8		235		423				149		3,790
Timber, square.....	12,820		31,114						3,900		1,004		202				3,835		197
Other woods.....	197		1,446		285		380		19		11		140				267		
Total.....	70,647		180,022		364,396		603		204,490		33,225		5,952		65,377		62,719		
<i>Farm Stock.</i>																			
Cattle.....			263		73						2		9				52		
Hogs.....			3		61								2				277		
Horses.....			493		10		8						1				9		2
Sheep.....			26		57								6				2		
Total.....			785		201		8		523		30		18		340				

SUPPLEMENTARY APPENDIX A.—Continued.
 TABLE 6.—SUMMARY STATEMENT of Traffic on the undermentioned Canals, &c.—Continued.

ARTICLES.	Welland Canal.	St. Lawrence Canals.	Chambly Canal.	Murray Canal.	Ottawa Canals.	Rideau Canal.	St. Peter's Canal.	Trent Valley Canals.	Sault Ste. Marie Canal.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Produce of Animals.</i>									
Hides and leather.....	39	2	30	7	1	12	3	3	4
Dressed meats.....	..	35	2	..	5	36	26	2	..
Pork and pork products.....	868	1,049	6	1	3	164	182	..	..
Wool.....	..	..	2	..	2	..	..	..	..
Agricultural products not enumerated, animal.....	89	5,518	48	297	2,464	1,697	10	54	..
Total.....	996	6,604	88	305	2,475	1,900	221	59	4
<i>Agricultural Products.</i>									
Agricultural products not enumerated, vegetable.....	175	13,310	1,000	1,228	572	468	1,026	14	6,045
Barley.....	31,172	27,488	17	200	..	176	10	3	115,567
Buckwheat.....	..	850	..	..	..	8	..	..	..
Corn.....	127,402	26,134	43	95	2	95	37	..	193,167
Flour.....	23,209	10,151	476	16	16	186	1,383	17	..
Hay, pressed.....	..	5,504	7,812	..	2,327	1,332	1,261	23	..
Meals, all kinds.....	21,628	5,371	24	..	2	45	484	17	5,590
Oats.....	33,423	30,890	420	24	495	474	3,566	21	156,370
Pease.....	40	145	9	..	..	4	..	64	..
Potatoes.....	..	183	128	..	828	79	5,468	172	..
Rye.....	6,667	6,783	..	..	..	..	..	11	13,200
Flax seed.....	32,088	30,607	..	..	..	..	..	..	173,043
Wheat.....	732,131	708,022	9	..	..	1,232	..	416	1,757,221
Total.....	1,007,935	860,433	9,938	1,452	4,242	4,099	13,235	758	2,419,142
<i>Manufactures.</i>									
Agricultural implements.....	7,008	140	126	15	14	371	3	19	3,682
Bricks.....	1,748	10,775	729	..	..	1,309	56	472	680
Cement and water lime.....	4,335	1,725	341	2,416	210	739	1,096	556	39,159
Grocery and earthenware.....	441	887	28	240	6	126	27	18	40
Furniture.....	1	2,381	92	170	58	147	21

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Glass of all kinds.....	3,444	5,696	11	539	142	328	85	119	
Iron, pig and bloom.....	9,683	2,173	20	102	1	87	4	40,874	
" all other.....	26,043	22,998	869	432	67	1,399	166	22	80,311	
Nails.....	4,856	5,313	83	150	.....	568	69	.....	1,086
Oil.....	47,290	35,010	183	279	1	535	433	11	.....
Oil cake.....	.....	75	.....	.....	5	54	49	.....	.....
Paint.....	1,082	2,102	62	265	.....	134	.....	.....	20
Whisky and all other spirits.....	3,866	5,038	30	512	.....	603	37	11	96
Steel.....	17,095	40,768	45	358	.....	118	.....	.....	24,518
Total.....	126,892	135,081	2,619	4,478	504	6,518	2,046	1,152	190,535	
<i>Merchandise.</i>										
Clay, lime and sand.....	325	49,952	9,630	800	43,545	21,421	17	.....	375
Coal, hard.....	172,523	389,163	95,336	397	23	9,358	626	84	338,749	
" soft.....	144,398	266,775	175	14,430	24	3,757	40,865	66	2,051,360	
Coke.....	.....	.....	.....	.....	.....	12	.....	.....	40
Fish.....	29	40	5	2	1	18	2,072	.....	53
Ores, all kinds.....	18,004	7,006	7,603	15	41	419	264	5	7,394,491	
Salt.....	429	4,679	192	30	.....	2,560	420	6	14,393
Stone, all kinds.....	23,760	21,026	4,627	175	.....	2	4,602	12,432	10,470
All other goods and merchandise not enumerated	137,515	93,536	8,466	3,206	2,659	6,312	1,677	1,411	276,883	
Total.....	496,983	836,177	126,034	19,055	46,293	43,859	50,543	14,004	10,086,814	
Grand totals (passengers and tonnage of vessels not included.....)	1,708,453	2,009,102	503,276	25,991	258,527	89,640	72,015	81,690	12,759,216	

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APPENDIX A.—Continued.
 TABLE 7 (No. 1).—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal during the Season of Navigation in 1908.

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.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		U. States.	Canadian.
Agricultural products not enumerated, vegetable	74	101							74	101	175		175
Agricultural products not enumerated, animal													
Barley	7,000	20,478	6				89		7,002	89	7,008	89	7,006
Bricks					7,148		3,546				31,172		7,578
Buckwheat							1,748				1,748		1,748
Cement and water lime	4,335	325							4,335	325	4,335		4,335
Clay, lime and sand	2,970		1,431		158,351		5,088		168,740	3,783	173,523		168,122
Coal, hard							144,398				144,398		144,398
" soft.							27,572				127,402		127,402
Corn.							90,830						
Coke													
Cattle	358	29							441		441		428
Crockery and earthenware			70										13
Fish	22	1,976							22	29	29		29
Flour.											23,209		1,998
Furniture.	1								1		1		1
Glass, all kinds.	2,298		1,146		17,694		3,517		3,444		3,444		3,444
Hay, pressed.													
Hogs													
Horses	15												
Hides and leather.	9,278		300						15	24	39		15
Iron, pig and bloom.	24,556	28	390						9,578	105	9,683		9,578
" all other.	4,196								24,946	1,097	26,043		24,946
Iron ore.	7,630	241							6,585	2,389	8,974		4,778
Other ores.									9,030	1,400	10,430		7,630
Meal, all kinds											21,628		21,628
Dressed meats.													
Nails	3,976	842	38						4,014	842	4,856		4,856

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Oats	30,289	2,070	1,084	33,423	33,423	2,070	31,785
Oil, in barrels	265	15	16,487	46,353	47,230	16,588	30,230
Oil cake		40		40	40		
Pease							
Potatoes							
Pork and products		190	678	868	868	1	1,081
Paint	766		1,028	54	1,082		14
Rye	14	2	6,651	6,667	6,667		23,297
Flaxseed	21,817		10,271	32,088	32,688		346
Salt	149		280	429	429		7,976
Stone, all kinds	7,476	15,328	456	15,828	23,760	15,784	
Sheep							6,098
Steel	5,848	9,086	1,911	10,997	17,095	10,997	
Sugar							3,215
Whisky and all other spirits	637		879	1,516	3,866	651	479,340
Wheat	451,753	24,651	252,455	730,751	732,131	252,791	
Wool							
All other goods and merchandise not enumerated	50,366	1,857	2,499	132,405	137,515	73,156	64,359
Floats							1,860
Firewood, in vessels	210	3,509		1,650	3,719	3,509	4,293
Pulpwood				4,293	4,293		16,787
Lumber, sawn, in vessels	757	21,571	5,332	40,289	43,690	26,903	
" " rafts							
Masts, spars and telegraph poles, in rafts							
Railway ties, in vessels		478		478	478	478	318
Sawlogs	260		260	58	318		3,572
Shingles	996		3,572		3,572		4,300
Timber, square, in vessels	4,300		8,520	12,890	12,820	8,520	
" " rafts		2					105
Other woods	55		107		107	2	
Total freight	128,077	209,518	495,736	1,292,493	1,703,453	927,208	776,245

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APPENDIX A—Continued.

TABLE 7 (No. 2)—GENERAL STATEMENT showing the Quantity of each Through Article transported on the Welland Canal, &c.—Con.

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.		Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	United States.	Canadian.
Agricultural products not enumerated, vegetable.....	74	101							74	101				175
Agricultural products not enumerated, animal.....														
Agricultural implements.....	7,000		6						7,006	89			89	7,006
Barley.....		29,478		7,148				3,546		31,172			7,578	23,594
Bricks.....	4,335							1,748		1,748			1,748	4,335
Cement and water lime.....		325							4,335					325
Clay, lime and sand.....	2,970		1,431		158,351		5,988	3,783	168,740	3,783			168,122	4,401
Coal, hard.....							144,398	27,572		144,398			144,398	
" soft.....							99,830			99,830			127,402	
Corn.....	358		70	13					441				13	428
Crockery and earthenware.....		25								25				29
Fish.....		1,976		17,694				3,517		22			21,211	1,998
Flour.....	22								3,444					3,444
Furniture.....	2,298		1,146							1				1
Glass, all kinds.....	15								15					15
Hides and leather.....	9,278		300	21				105	9,578	105				9,578
Iron, pig and bloom.....	24,556	28	390				1,069	2,389	24,946	1,097			1,997	24,946
" all other.....	4,196						2,389		6,585	2,389			4,778	4,196
Iron ore.....	7,630				1,400				9,030				1,400	7,630
Meal, all kinds.....	3,976	241						34	4,014				21,353	275
Nails.....		812	38											842
Oats.....		30,289						1,064	31,353				2,070	31,353
Oil (in barrels).....	265	30,431	20	72			15,487		357	46,933			16,388	30,702
Pease.....										40				40
Pork and products.....								678					868	868
Paint.....	766	53	262	1					1,028					1,081
Rye.....		14		2				6,651		6,667			6,653	14
Flaxseed.....		21,817						10,271		32,088			8,791	23,297
Salt.....		149						280		429			83	346

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Stone, all kinds.....	600	15,328	456	15,328	1,056	15,384	15,784	600
Steel.....	5,848	250	1,911	6,098	10,997	17,095	10,997	6,098
Whisky and all other spirits.....	1,555	606	879	2,350	1,516	3,866	651	3,215
Wheat.....	451,423	1,380	252,455	1,380	730,421	731,801	252,791	479,010
All other goods and merchandise not enumerated.....	50,366	18,258	63,781	2,499	5,110	137,515	73,156	64,359
Firewood, in rafts.....	210	1,650	3,509	1,650	3,719	5,369	3,509	1,860
Pulpwood.....	757	4,293	21,571	4,293	40,289	43,690	4,293	4,293
Lumber, sawn, in vessels.....	996	2,576	478	5,332	478	478	478	16,787
Railway ties in vessels.....	55	50	2	8,520	12,820	12,820	8,520	4,300
Slungies.....				107		107	2	105
Timber, square, in vessels.....								
Other woods.....								
Total through freight.....	127,317	564,037	35,370	15,278	239,136	209,518	8,377	410,200
								1,695,429
								1,285,229
								926,208

TABLE 7 (No. 3).—GENERAL STATEMENT showing the Quantity of each Way Article transported on the Welland Canal during the Season of Navigation in 1908.

WAY ARTICLES.	Tons.				Total Tons.
	From Canadian to Canadian Ports.		Tons.		
	Up.	Down.	Up.	Down.	
Sotne, all kinds.....	590	6,876	500	6,876	7,376
Wheat.....	260	330	330	330	318
Saw logs.....	760	58	260	58	8,024
Total way freight.....	760	7,264	760	7,264	

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Pearse	85	60	85	145	145
Potatoes	150	33	150	183	183
Pork and pork products	318	207	318	525	525
Paint	1,407	165	1,407	2,102	2,102
Rye	120	1	120	121	121
Flax seed	1	871	1	3,106	3,107
Salt	3,764	439	3,821	4,260	4,260
Stone, all kinds	375	19,374	375	19,374	19,589
Sheep	3	23	3	26	26
Steel	37,235	3,373	37,305	40,768	40,768
Whiskey and all other spirits	2,446	536	3,446	3,982	3,982
Wheat	3,300	18,096	3,300	21,396	21,396
All other goods and merchandise not enumerated	57,746	11,071	736	91,410	82,849
Firewood, in vessels	372		968	372	372
Pulpwood				86,511	86,511
Lumber, sawn, in vessels	36,104	626	57,350	58,576	58,576
" " rafts	84			84	84
Railway ties, in vessels	1	50	150	200	200
Shingles	150	1,569	1,719	1,719	1,719
Timber, square, in vessels	844	1,330	897	2,232	2,232
" " rafts	28,882	53		28,882	28,882
Other woods	171	200	1,246	200	1,446
Total freight	431,434	152,859	580,984	1,140,704	694,074
Articles having passed the Welland Canal —					
Barley	22,388		1,030	24,318	24,318
Corn	10,014		440	10,454	10,454
Oats	28,051		30	28,081	28,081
Rye	2,251		4,411	6,662	6,662
Wheat	574,906		111,720	686,626	686,626
Flax seed	20,901		6,396	27,500	27,500
Flour	1,511		5,517	5,028	5,028
Meals, all kinds	156		1,543	156	1,543
Bricks			525	525	525
Iron, all kinds	28			3	3
Nails	3			3	3
Oils	20,303		9,699	30,002	30,002
Pork and pork products			524	524	524
Salt	69		350	419	419
Whiskey and all other spirits			366	1,056	1,056
Merchandise	481		1,645	2,126	2,126
Coal	3,472		33,304	38,603	38,603
Stone, all kinds			1,272	1,272	1,272
Grand total, freight	831,913	140,162	583,308	1,424,646	1,266,851

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Salt.....	246	32	57	335	335	335
Steel.....	27,088	322	160	27,570	27,570	27,570
Spirits, beer, &c.....	1,724	478	1,000	3,202	3,202	3,202
Wheat.....	176	13,824	.....	.....	.....	.....	.....	14,000	.....	14,000	.....	14,000
All other goods and merchandise not enumerated.....	39,832	6,165	18,549	.....	.....	.....	.....	65,665	.....	65,665	.....	65,337
Pulpwood.....	84,411	.....	.....	.....	.....	.....	.....	84,411	.....	84,411	.....	84,411
Lumber, sawn, in vessels.....	3,407	4	20,087	.....	.....	.....	.....	23,498	.....	23,498	.....	23,498
Railway ties, in vessels.....	.....	.....	149	.....	.....	.....	.....	149	.....	149	.....	149
Shingles.....	.....	.....	1,569	.....	.....	.....	.....	1,569	.....	1,569	.....	1,569
Timber, square, in vessels.....	10	1,300	53	.....	.....	.....	.....	1,353	.....	1,353	.....	1,353
Other woods.....	.....	.....	1,075	.....	.....	.....	.....	1,085	.....	1,085	.....	1,085
Total through freight.....	203,449	58,063	59,396	.....	.....	.....	.....	704,601	.....	704,601	.....	289,271
Barley.....	.....	22,388	.....	.....	.....	.....	.....	24,318	.....	24,318	.....	22,962
Corn.....	.....	10,014	.....	.....	.....	.....	.....	10,454	.....	10,454	.....	10,454
Oats.....	.....	28,051	.....	.....	.....	.....	.....	28,081	.....	28,081	.....	28,081
Rye.....	.....	2,251	.....	.....	.....	.....	.....	6,662	.....	6,662	.....	6,662
Wheat.....	.....	574,906	.....	.....	.....	.....	.....	686,626	.....	686,626	.....	470,221
Flax seed.....	.....	20,904	.....	.....	.....	.....	.....	27,500	.....	27,500	.....	19,424
Flour.....	.....	1,511	.....	.....	.....	.....	.....	5,928	.....	5,928	.....	1,511
Mead, all kinds.....	.....	156	.....	.....	.....	.....	.....	156	.....	156	.....	156
Bricks.....	.....	.....	.....	.....	.....	.....	.....	1,543	.....	1,543	.....	1,543
Iron, all other.....	.....	28	.....	.....	.....	.....	.....	553	.....	553	.....	28
Nails.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oils.....	.....	20,363	.....	.....	.....	.....	.....	30,002	.....	30,002	.....	20,363
Pork and pork products.....	.....	.....	.....	.....	.....	.....	.....	524	.....	524	.....	524
Salt.....	.....	69	.....	.....	.....	.....	.....	419	.....	419	.....	419
Whiskey and all other spirits.....	.....	690	.....	.....	.....	.....	.....	1,056	.....	1,056	.....	669
Merchandise.....	.....	481	.....	.....	.....	.....	.....	2,126	.....	2,126	.....	442
Coal.....	.....	3,472	.....	.....	.....	.....	.....	38,603	.....	38,603	.....	3,472
Stone, all kinds.....	1,272	1,272
Grand total, freight.....	206,921	745,117	50,396	1,572,799	1,572,799	856,962

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APPENDIX A—Continued.
 TABLE 7 (No. 6).—GENERAL STATEMENT showing the Quantity of each Way Article transported on the St. Lawrence Canals during the Season of Navigation in 1908.

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.		Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	United States.	Canadian.
Agricultural products not enumerated, vegetable.....	8,865	568							8,865	568			9,433	9,433
Agricultural products not enumerated, animal.....	955	1,204		190					955	1,394			2,349	2,349
Agricultural implements.....	131	6							131	6			137	137
Barley.....	306	895							306	895			1,201	1,201
Bricks.....	7,127	20							7,127	20			7,147	7,147
Buckwheat.....	880								880				880	880
Cement and water lime.....	1,492	16							1,492	16			1,508	1,508
Clay, lime and sand.....	39,094	6,636							42,686	6,636			49,322	49,322
Coal, hard.....	821	1,646							3,930	13,169			17,099	17,099
" soft.....	164,266	2,112							164,266	2,494			166,760	166,760
Corn.....	1,256	12,128							1,676	12,968			14,644	14,644
Cattle.....	9	254							9	254			263	263
Crockery and earthenware.....	67	25							67	25			92	92
Fish.....	1								1				1	1
FLOUR.....	1,374	3,499							1,374	3,499			4,873	4,873
Furniture.....	151	544							151	544			695	695
Glass, all kinds.....	489	105							459	105			564	564
Hay, pressed.....	4,998	502							4,998	502			5,500	5,500
Hogs.....		3								3			3	3
Horses.....	167	296							181	262			442	442
Hides and leather.....													1	1
Iron, pig and bloom.....	150	57							150	57			207	207
" all other.....	7,301	1,194							8,139	1,194			9,333	9,333
Iron ore.....	2	4							2	4			6	6
Other ore.....														
Meat, all kinds.....	60	65							60	65			125	125
Meats, dressed.....	35								35				35	35
Nails.....	944	70							944	70			1,014	1,014
Oats.....	80	813							80	813			893	893

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Oil, in barrels.....	470	73		1	1,200	1,071	73	1,744	1,201	543
Oil cake.....	75	75	75	75
Pease.....	85	15	85	15	100	100
Potatoes.....	145	33	.....	.....	.....	145	33	178	.....	178
Pork and pork products.....	264	37	.....	.....	.....	264	37	301	.....	301
Paint.....	248	55	.....	.....	.....	248	55	303	.....	303
Rye.....	120	1	.....	.....	.....	120	1	121	.....	121
Flaxseed.....	1	.....	.....	.....	.....	1	.....	1	.....	1
Salt.....	3,518	407	.....	.....	.....	3,518	407	3,925	.....	3,925
Stone, all kinds.....	375	19,374	.....	5	.....	375	19,379	19,754	165	19,589
Sheep.....	3	23	.....	.....	.....	3	23	26	.....	26
Steel.....	10,147	3,031	.....	.....	.....	10,147	3,031	13,198	.....	13,198
Spirits, beer, &c.....	722	58	.....	.....	.....	722	58	780	.....	780
Wheat.....	3,124	4,272	.....	.....	.....	3,124	4,272	7,396	.....	7,396
Wool.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
All other goods and merchandise not enumerated.....	17,914	4,906	4	736	1,217	19,622	6,123	25,745	5,233	20,515
Floats.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fire wood, in vessels.....	372	.....	.....	.....	.....	372	.....	372	.....	372
Pulpwood.....	.....	2,100	.....	.....	.....	2,100	.....	2,100	.....	2,100
Lumber, sawn, in vessels.....	32,697	622	1,753	.....	.....	34,456	622	35,078	.....	35,078
" " in rafts.....	.....	84	.....	.....	.....	.....	84	84	.....	84
Masts, spars and telegraph poles, in rafts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway ties, in vessels.....	1	50	.....	.....	.....	1	50	51	.....	51
Sawlogs.....	150	.....	.....	.....	.....	150	.....	150	.....	150
Shingles.....	844	.....	.....	.....	.....	844	.....	879	.....	879
Timber, square, in vessels.....	.....	30	.....	.....	.....	.....	35	.....	.....	.....
" " in rafts.....	.....	28,882	.....	5	.....	.....	28,882	28,882	.....	28,882
Other woods.....	161	200	.....	.....	.....	161	200	361	.....	361
Total way freight.....	312,396	94,796	5,355	753	1,233	327,139	108,964	436,103	31,069	405,034

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APPENDIX A—Continued.

TABLE 7.—(No. 7.)—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, during the Season of Navigation in 1908.

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.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		United States.	Canadian.
Agricultural products not enumerated, vegetable.		572								572			
" " animals.		2,464								2,464			
Barley.		14								14			
Bricks.													
Buckwheat.													
Cement and water-lime.		210								210			
Clay, lime and sand.		43,545								43,545			
Coal, hard.		23								23			
" soft.		24								24			
Corn.		2								2			
Coke.													
Cattle.		229								229			
Crockery and earthenware.		6								6			
Fish.		1								1			
Flour.		16								16			
Furniture.		58								58			
Glass, all kinds.		142								142			
Hay, pressed.		2,327								2,327			
Hogs.		26								26			
Horses.		150								150			
Hides and leather.		1								1			
Iron, pig and bloom.		1								1			
" all other.		67								67			
" ore.		21								21			
Other ores.		20								20			
Meal, all kinds.		2								2			
Meats, dressed.		5								5			
Nails.													
Oats.		498								498			

APPENDIX A—Continued.
 TABLE 7 (No. 4).—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal during the Season of Navigation in 1908.

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.		Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	United States.	Canada.
Agricultural products not enumerated, Vegetables.....	71	927							71	929				1,000
Agricultural products not enumerated, Annual.....	1	47							1	47				48
Agricultural Implements.....	126								126					126
Barley.....	17								17					17
Bricks.....	47							682	47	682			682	47
Buckwheat.....	171							170	171	170			170	171
Cement and water lime.....	582						9,098	9,098	582	9,098			9,098	582
Clay, lime and sand.....	2						95,334	95,334	2	95,334			95,334	12
Coal, hard.....	1	2					172	172	1	174			172	3
" soft.....	43								43					43
Corn.....														
Coke.....														
Cattle.....		73								73				73
Crockery and earthenware.....	28								28					28
Fish.....	5								5					5
Flour.....	473	3							473	3				476
Furniture.....	66	26							66	26				92
Glass, all kinds.....	11								11					11
Hay, pressed.....		6,513							1,299	6,513				7,812
Hogs.....	2	59							2	59				61
Horses.....	3	7							3	7				10
Hides and leather.....	22	8							22	8				30
Iron, pig and bloom.....	20								20					20
" all other.....	28	1					840	840	28	841			840	29
Iron ore.....	60						7,473	7,473	60	7,473			7,473	60
Ores, all other.....	70								70					70
Meal, all kinds.....	23	1							23	1				24
Dressed meats.....	2								2					2

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APPENDIX A—Continued.

TABLE 7.—(No. 9.) GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal during the Season of Navigation in 1908.

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.		Origin of Charge.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	United States.	Canadian.
Agricultural products not enumerated, vegetable.....	131	337							131	337				468
Agricultural products not enumerated, animal.....	235	1,462							235	1,462				1,697
Agricultural implements.....	173	198							173	198				371
Barley.....		176								176				176
Bricks.....	1,148	161							1,148	161				1,309
Buckwheat.....	8								8					8
Cement and water-lime.....	424	315							424	315				739
Clay, lime and sand.....	12,380	9,041							12,380	9,041				21,421
Coal, hard.....	258	64							253	9,041				9,294
" soft.....	707	17							707	3,033				3,740
Coke.....	12	71							12	12				24
Cattle.....	2													2
Crockery and earthenware.....	77	49							77	49				126
Fish.....	17	1							17	1				18
Flour.....	60	126							60	126				186
Furniture.....	83	64							83	64				147
Glass all kinds.....	220	108							220	108				328
Hay pressed.....	1,225	107							1,225	107				1,332
Hogs.....														
Horses.....	11	17							11	17				28
Hides and leather.....	6	6							6	6				12
Iron, pig and bloom.....	70	17							70	17				87
" all other.....	1,078	321							1,078	321				1,399
" ore.....														
Other ores.....		419								419				419
Meal, all kinds.....	15	30							15	30				45
Dressed meats.....	16	20							16	20				36
Nails.....	525	43							525	43				568

APPENDIX A—Continued.

TABLE 7.—(No. 11.)—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peters Canal during the Season of Navigation in 1908.

Articles.	From Canadian to Canadian ports.		From Canada to United States ports.		From United States to United States ports.		From United States to Canadian ports.		Tons.		Total tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		United States.	Canada.
Agricultural products not enumerated, vegetable.	1,026								1,026				
Agricultural products not enumerated, animal.	10								10				
Agricultural implements	3								3				
Barley	10								10				
Bricks	56								56				
Bones													
Buckwheat													
Cement and water lime.	94	1,002							94	1,002			
Clay, lime and sand.	2	15							2	15			
Coal, hard	626								626				
Coal, soft	110	40,755							110	40,755			
Corn.	37								37				
Coke													
Cattle	9								9				
Crockery and earthenware.	27								27				
Fish	188	1,884							188	1,884			
Flour	1,338	45							1,338	45			
Furniture.	20	1							20	1			
Glass, all kinds	83	2							83	2			
Hay, pressed.	1,283	23							1,283	23			
Hogs	2								2				
Horses	1								1				
Hides and leather	3								3				
Iron, pig and bloom.	4								4				
Iron, all other.	31	135							31	135			
Iron ore.		20								20			
Other ores.		244								244			
Meal, all kinds.	484								484				

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APPENDIX A—Continued.
 TABLE 7.—(No. 11.)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Trent Valley Canals during the Season of Navigation in 1908.

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.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		United States.	Canadian.
Agricultural products not enumerated, vegetable	14								14				14
Agricultural products not enumerated, animal	13	41							13	41			54
Agricultural implements	9	10							9	10			19
Barley	3								3				3
Bricks	242	230							242	230			472
Bones													
Buckwheat													
Cement and water lime	479	77							479	77			556
Clay, lime and sand	61	23							61	23			84
Coal, hard	66								66				66
" soft													
Corn													
Coke	18	34							18	34			52
Cattle	18								18				18
Crockery and earthenware													
Fish	3	14							3	14			17
Floor	16	19							16	19			35
Furniture													
Glass, all kinds	21	2							21	2			23
Hay, pressed	238	39							238	39			277
Hogs		9								9			9
Horses													
Hides and leather	3								3				3
Iron, pig and bloom	3	5							3	5			8
" all other	10	12							10	12			22
Iron ore													
Other ores		5								5			5
Metal, all kinds	1	16							1	16			17

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TABLE 7.—(No. 13.)—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie Canal during the Season of Navigation in 1908.

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.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		U. States.	Canadian.
Agricultural products not enumerated, vegetable.	40	298				5,707			40	6,005	5,707	338	
Agricultural products not enumerated, animal.													
Agricultural implements.	3,682	31,528				79,535			3,682	115,567	77,583	3,682	
Barley.	680		4,504						680			680	
Buckwheat.													
Cement and lime.	28,908		270	9,401	580				39,159	375	8,821	30,338	
Clay and sand.	5,186	375		237,186	90,577	5,800			332,949	5,800	338,749	375	
Coal, hard.	35,633			1,130,984	825,393	23,400			1,993,010	58,350	2,051,360	686	
" soft.						31,950					2,050,674	40	
Corn.									40			40	
Coke.	40												
Cattle.													
Crockery and earthenware.	40								40			40	
Fish.		53								53		53	
Flour.	82	83,917	55		104,298				137	193,030	100,058	93,109	
Furniture.													
Glass, all kinds.	119								119			119	
Hay, pressed.													
Logs.													
Horses.	2								2			2	
Hides and leather.	4								4			4	
Iron, pig and bloom.	24,221				13,287				27,507	13,287	16,653	24,221	
" all other.	47,929	3,723	545	20,910	6,350	630			75,734	4,577	25,852	54,459	
Iron ore.		121,423			7,185,745				22,752	7,362,351	7,280,341	104,762	
Copper ore.					8,855					8,855	8,734	121	
Other ore.	533								533			533	

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Meal, all kinds.....	953	4,526	50	5,529	5,529	4,440	1,059
Dressed meat.....	1,036	1,036	1,036
Nails.....	1,824	4,053	648	15,946	156,370	18,883	137,487
Oats.....	127,143	22,702	.....	.....	.....	.....	.....
Oil, in barrels.....	.....	.....	.....	.....	.....	.....	.....
Oil cake.....	.....	.....	.....	.....	.....	.....	.....
Pease.....	.....	.....	.....	.....	.....	.....	.....
Potatoes.....	.....	.....	.....	.....	.....	.....	.....
Pork and pork products.....	.....	.....	.....	.....	.....	.....	.....
Paint.....	20	.....	20	.....	.....	.....	.....
Rye.....	14	12,458	728	13,200	13,200	13,186	20
Flax seed.....	30,295	138,954	.....	172,043	172,043	137,554	34,489
Stone, all kinds.....	6,100	2,884	521	100	14,293	6,407	7,986
Salt.....	68	6,121	10,470	.....	10,470	10,402	68
Sheep.....	.....	10,402	.....	.....	.....	.....	.....
Stove, all kinds.....	80	5,393	300	.....	.....	.....	.....
Swood.....	18,745	.....	24,438	80	24,518	5,633	18,825
Whisky and all other spirits.....	96	.....	136,340	.....	96	.....	96
Wheat.....	1,073,116	367,082	.....	1,757,221	1,757,221	484,156	1,273,065
Wood.....	.....	.....	.....	.....	.....	.....	.....
All other goods and merchandise not enumerated.....	193,295	43,182	682	21,372	276,883	52,790	224,093
Floats.....	584	.....	584	84	668	.....	668
Fire wood, in vessels.....	330	.....	330	330	330	.....	330
Lumber, sawn, in vessels.....	7,617	28,145	821	46,686	55,454	15,887	39,567
" " in rafts.....	14	217	.....	5	644	625	19
Masts, spars and telegraph poles, in rafts.....	.....	625	.....	.....	.....	.....	.....
Railway ties, in vessels.....	1,353	.....	1,353	.....	1,353	.....	1,353
Saw logs.....	150	14	150	133	283	.....	283
Shingles.....	.....	3,790	.....	3,790	3,790	3,790	.....
Timber, square, in vessels.....	197	.....	197	.....	197	.....	197
" " in rafts.....	.....	.....	.....	.....	.....	.....	.....
Other woods.....	.....	.....	.....	.....	.....	.....	.....
Total freight.....	378,198	1,486,689	17,940	230,333	1,464,421	8,008,121	955,288
			218,226	9,943,369	12,759,216	10,666,935	2,092,231

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TABLE 8.—STATEMENT showing the Classified Tonnage of all kinds of
WELLAND

CANADIAN.							
Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,728 tons.....	80	74,719	1	250 to 1,226 tons.....	14	6,251
2	200 " 249 "	4	880	2	200 " 249 "	4	870
3	150 " 199 "	6	965	3	150 " 199 "	6	900
4	100 " 149 "	5	620	4	100 " 149 "	6	600
5	50 " 99 "	7	470	5	50 " 99 "	7	435
6	Under 50 "	73	988	6	Under 50 "	14	174
	Total.....	175	78,642		Total	51	9,230

ST. LAWRENCE

1	250 to 1,597 tons	66	53,062	1	250 to 1,453 tons	78	36,686
2	200 " 240 "	4	895	2	200 " 249 "	10	2,150
3	150 " 199 "	10	1,670	3	150 " 199 "	51	8,365
4	100 " 149 "	9	995	4	100 " 149 "	96	11,615
5	50 " 99 "	20	1,430	5	50 " 99 "	45	3,585
6	Under 50 "	173	2,162	6	Under 50 "	20	423
	Total.....	282	60,214		Total.....	300	62,824

RIDEAU, OTTAWA

1	250 to 678 tons.....	3	1,345	1	250 to — tons.....	4	1,060
2	200 " 249 " .....	.....	.....	2	200 " 249 "	2	410
3	150 " 199 "	3	500	3	150 " 199 "	46	7,424
4	100 " 149 "	6	700	4	100 " 149 "	43	5,230
5	50 " 99 "	20	1,215	5	50 " 99 "	14	875
6	Under 50 "	259	2,496	6	Under 50 "	44	810
	Total	291	6,256		Total	153	15,809

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Vessels passed through the Canals during the Season of Navigation in 1908.

CANAL.

UNITED STATES.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,673 tons	64	55,832	1	250 to 970 tons.....	9	6,818
2	200 " 249 "			2	200 " 249 "	2	460
3	150 " 199 "			3	150 " 199 "		
4	100 " 149 "	5	575	4	100 " 149 "	1	100
5	50 " 99 "	17	1,080	5	50 " 99 "	2	150
6	Under 50 "	50	599	6	Under 50 "	4	36
	Total	136	58,086		Total.....	18	7,564

CANALS.

1	250 to 1,552 tons.....	30	24,677	1	250 to 1,332 tons.....	10	7,368
2	200 " 249 "			2	200 " 249 "	1	200
3	150 " 199 "			3	150 " 199 "		
4	100 " 149 "	1	120	4	100 " 149 "	20	2,145
5	50 " 99 "	7	490	5	50 " 99 "	94	6,010
6	Under 50 "	36	557	6	Under 50 "	1	30
	Total	74	25,844		Total.....	126	15,753

AND CHAMBLY CANALS.

1	250 to — tons			1	250 to — tons.....		
2	200 " 249 "			2	200 " 249 "		
3	150 " 199 "			3	150 " 199 "	9	1,435
4	100 " 149 "	2	205	4	100 " 149 "	441	45,870
5	50 " 99 "	2	145	5	50 " 99 "	162	15,030
6	Under 50 "	36	477	6	Under 50 "	5	160
	Total.....	40	827		Total....	617	62,555

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 $\frac{3}{8}$
River St. Lawrence.	4
6. Galops canal.	7 $\frac{1}{2}$
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 $\frac{1}{2}$
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.

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.

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LACHINE CANAL.

First construction commenced.....	1821
“ completed.....	1825
First enlargement commenced.....	1843
“ completed.....	1848
Second enlargement commenced.....	1873
“ completed.....	1901
Length of canal.....	8½ statute miles.
Number of locks.....	5
Dimensions of locks.....	270 feet by 45 feet.
Total rise of lockage.....	45 feet.
Depth of water } at two locks.....	18 “
on sills. } at three locks.....	14 “
Average width of new canal.....	150 “

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

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

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.

Construction commenced.....	1892
Open for traffic.....	1899
Length of canal.....	14 statute miles.
Number of locks { lift.....	4
guard.....	1
Dimensions of locks.....	280 feet by 45 feet.
Total rise of 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.

First commenced, 9 feet.....	1844
“ opened.....	1847
Enlargement commenced.....	1897
“ completed.....	1900
Length of canal.....	11 statute miles.
Number of locks.....	6
Dimensions of locks.....	270 feet by 75 feet.
Total rise of lockage.....	48 feet.
Depth of water on sills.....	14 “
Breadth of canal at bottom.....	100 “
Breadth of canal at water surface.....	164 “

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

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, of $32\frac{1}{2}$ 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.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	$1\frac{1}{2}$ miles.
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 "

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

RAPIDE PLAT CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1884
" completed	1897
Length of canal	$3\frac{3}{4}$ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise in lockage	$11\frac{1}{2}$ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	152 "

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

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

GALOPS CANAL.

First commenced, 9 feet.....	1844
Opened.....	1846
Enlargement commenced.....	1888
" completed.....	1903
Length of canal.....	7¾ miles.
Number of locks.....	3
Dimensions of locks. } one of which is }.....	2-270 by 45.
} a guard lock. }.....	1-800 by 45.
Total rise of lockage.....	15½ feet.
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	80 "
Breadth of canal at surface of water.....	144 "

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

MURRAY CANAL.

Construction begun.....	1882
Completed.....	1890
Length between eastern and western pier heads....	5½ 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 or New Line.
Length of Canal.	27½ miles	26¾ miles
Pairs of guard-gates (formerly 3) . . . . .	..	2
Number of locks { lift.....	26	25
} guard.....	1	1
Length of canal		
Dimensions.....	{ 1 lock 200 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45 }	270 feet x 45 feet.
Total rise or lockage 326¾ feet....	326¾ feet	326¾ feet.
Depth of water on sills.. . . .	10¼ "	14 "
Construction commenced, 10 feet 3 inches.		1824
" Completed.....		1833
Enlargement commenced, 14 feet.		1872
" completed.. . . .		1887

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WELLAND RIVER BRANCHES.

Length of canal—

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

GRAND RIVER FEEDER.

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

PORT WELLAND BRANCH.

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

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

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

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

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

SAULT STE. MARIE CANAL.

Construction commenced	1888
Opened for traffic	1895
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 by 3 inches.
Total rise or lockage	18 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

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This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior. 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 245½ miles.

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

Ottawa River Canals.

The Ste. Anne's lock.
Carillon canal.

Grenville canal.
Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Interme- diate Distance.	Total Distance, from Montreal.
	Miles.	Miles.
The Lachine canal.....	8½	
From Lachine to Ste. Anne's lock.....	15	23
Ste. Anne's lock and piers.....	1	23
Ste. Anne's lock to Carillon canal.....	27	50
The Carillon canal.....	3	51
The Carillon to Grenville canal.....	6½	57
The Grenville canal.....	5¾	63
From the Grenville canal to entrance of Rideau navigation.....	56	119
Rideau navigation ending at Kingston.....	126½	245

STE. ANNE'S LOCK.

Construction commenced.....		1814.
“ completed.....		1816
Rebuilt of wood.....		1833
“ in masonry.....		1843.
	Old Lock.	New Lock.
Length of canal.....	½ mile.	½ 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, 23½ miles from Montreal harbour.

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THE CARILLON CANAL.

Construction commenced.	1819
“ completed.	1833
Enlargement commenced.	1871
“ completed.	1887
Length of canal.	$\frac{3}{4}$ mile.
Number of locks.	2
Dimensions of locks.	200 x 45 feet.
Total rise or lockage.	16 feet.
Depth of water on sills.	9 “
Breadth of canal at bottom.	100 “
Breadth of canal at water surface.	110 “

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

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

GRENVILLE CANAL.

Construction commenced.	1819
“ completed.	1833
Enlargement commenced.	1871
“ completed.	1887
Length of canal.	$5\frac{3}{4}$ miles.
Number of locks.	5
Dimensions of locks.	200 x 45 feet.
Total rise or lockage.	$43\frac{3}{4}$ feet.
Depth of water on sills.	9 “
Breadth of canal at bottom.	40 to 50 feet.
Breadth of canal at surface of water.	50 to 80 “

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

Construction commenced.	1826
“ completed.	1832

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
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.	

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PERTH BRANCH.

Construction commenced.	1883
" completed.	1892
Length of canal.	7 miles.
Number of locks.	2
Dimensions of locks.	134 feet x 33 feet.
Total rise or lockage.	26 "
Depth of water on sills.	5 " 6 inches.
Length of dam.	200 "
Breadth of canal at bottom.	40 "
Breadth of canal at surface of water.	{ 40 " in rock. 60 " in clay.

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

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

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

These may be divided into three systems, viz:—

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The 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 Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

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

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Inter- mediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock.	14	14
St. Ours lock to Chambly canal.	32	46
Chambly canal.	12	58
Chambly canal to boundary line.	23	81
Boundary line to Champlain canal.	111	192
Champlain canal to junction with Erie canal.	66	258
Erie canal, from junction to Albany.	7	265
Albany to New York.	146	411

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ST. OURS LOCK DAM.

Construction commenced.	1844
" completed.	1849
Length.	$\frac{1}{2}$ mile.
Number of locks.	1 "
Dimensions of lock.	200 feet by 45 feet.
Total rise of lockage.	5 "
Depth of water on sills.	7 feet at low water.
Length of dam in eastern channel.	300 "
Length of dam in western channel.	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Construction commenced.	1831
" completed.	1843
Length of canal.	12 miles.
Number of locks.	9
Dimensions of locks:—	
Guard lock, No. 1 at St. Johns.	122 feet.
Lift " 2	124 "
" " 3, 4, 5, 6	118 "
" " 7, 8, 9 combined	125 "
Total rise or lockage.	74 "
Depth of water on sills.	7 "
Breadth of canal at bottom.	36 "
Breadth of canal at surface of water.	60 "

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these

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waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

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

From Trenton, Bay of Quinté to Nine Mile rapids ..	—	9
Nine Mile rapids to Percy landing..	19½	—
Percy landing to Heeley's Falls dam..	—	14½
Heeley's Falls dam to Peterborough..	51¾	—
Peterborough to Lakefield..	—	9
Lakefield to a point across Balsam lake..	61	—
	132½	32½

Total distance, Bay of Quinté to a point across Balsam lake.. 165

From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.. 27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

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

At Young's point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2½ 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 to Fenelon falls.

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

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

1	Lock at Rosedale (maintained by the Ontario government), 100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.
2	Locks at Fenelon 134' x 33' x 5' 0" to 7' 6" depth water on mitre sill.
1	" Lindsay 134' x 33' x 5' 0" to 7' 6" " "
1	" Bobcaygeon 134' x 33' x 5' 8" to 7' 0" " "
1	" Buckhorn 134' x 33' x 5' 0" to 9' 0" " "
1	" Lovesick 134' x 33' x 5' 0" to 9' 4" " "
2	" Burleigh 134' x 33' x 6' 0" to 8' 0" " "
1	" Young's point. 134' x 33' x 5' 0" to 14' 0" " "
1	" Peterborough . 134' x 33' x 5' 0" to 10' 0" " "
1	" Hastings 134' x 33' x 7' 0" to 10' 6" " "
1	" Chisholms 134' x 33' x 5' 0" to 8' 6" " "

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ST. PETER'S CANAL, CAPE BRETON.

Construction commenced.	1854
“ completed.	1869
Enlargement begun.	1875
“ completed.	1881
Length of canal.	About 2,400 feet.
Breadth at water line.	50 feet.
Lock.	One tidal lock, 4 pairs of gates.
Dimensions.	200 feet by 48 feet.
Depth of water on sills.	18 feet at lowest water.
Depth through canal.	19 “
Extreme rise and fall of tide in St. Peter's bay.	4 “

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

BEAUHARNOIS CANAL.

Construction begun.	1842
“ completed.	1845
Length of canal.	12 statute miles.
Number of locks.	9
Dimensions of locks.	200 feet by 45 feet.
Total rise or lockage.	82½ “
Depth of water on sills.	9 “
Breadth of canal at bottom.	80 “
Breadth of canal at water surface.	120 “

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

EARLIER CANALS.

A system of three canals preceded the Beauharnois. These were:—

COTEAU DU LAC CANAL.

Construction commenced.	1779
“ completed.	1780

SPLIT ROCK CANAL.

Construction commenced.	1779
“ completed.	1780

CASCADE POINT CANAL.

Construction commenced.	1782
“ completed.	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

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Two canals were also constructed off Burlington Bay, Ontario. They were:—

BURLINGTON BAY CANAL.

Construction commenced.	1825
“ completed.	1832

DESJARDINS CANAL.

Construction commenced.	1826
“ completed.	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was $7\frac{1}{2}$ feet.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR
BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Inter- mediate.	Total to Straits of Belle-Ile.
Straits of Belle-Ile.....	Cape Whittle.....	Gulf of St. Lawrence ...	240	240
Cape Whittle.....	West Point, Anticosti.....	"	201	441
West Point, Anticosti.....	Father Point.....	River St. Lawrence.....	202	643
Father Point.....	Rimouski.....	"	6	649
Rimouski.....	Bic.....	"	12	661
Bic.....	Isle Verte.....	"	39	700
Isle-Verte (opp. Saguenay).	Quebec.....	"	126	826
Quebec.....	Three Rivers.....	" to tide-water.	74	900
Three Rivers.....	Montreal.....	"	86	986
Montreal.....	Lachine.....	Lachine Canal.....	8 $\frac{1}{2}$	994 $\frac{1}{2}$
Lachine.....	Cascade Point.....	Lake St. Louis.....	16	1,009 $\frac{1}{2}$
Cascade Point.....	Coteau Landing.....	Soulanges Canal.....	14	1,021
Coteau Landing.....	Cornwall.....	Lake St. Louis.....	30	1,053 $\frac{1}{2}$
Cornwall.....	Dickinson's Landing.....	Cornwall Canal.....	11 $\frac{1}{2}$	1,065 $\frac{1}{2}$
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070 $\frac{1}{2}$
Farran Point.....	Upper end of Croyle's Island.....	Farran's Point.....	1	1,071
Upper end Croyle's Island.	Williamsburg or Morrisburg.....	River St. Lawrence.....	10 $\frac{1}{2}$	1,081 $\frac{1}{2}$
Williamsburg.....	Rapide Plat.....	Rapide Plat Canal.....	4	1,085 $\frac{1}{2}$
Rapide Plat.....	Point Iroquois Village.....	River St. Lawrence.....	4 $\frac{1}{2}$	1,090
Point Iroquois Village.....	Upper end Presqu'Isle.....	Point Iroquois Canal.....	3	1,093
Presqu'Isle.....	Point Cardinal, Edwardsburg.....	Junction Canal.....	2 $\frac{5}{8}$	1,095 $\frac{5}{8}$
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097 $\frac{5}{8}$
Galops Rapids.....	Prescott.....	River St. Lawrence.....	7 $\frac{7}{8}$	1,105
Prescott.....	Kingston.....	"	59	1,164
Kingston.....	Port Dalhousie.....	Lake Ontario.....	170	1,334
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	263 $\frac{3}{4}$	1,360 $\frac{3}{4}$
Port Colborne.....	Amherstburg.....	Lake Erie.....	232	1,592 $\frac{3}{4}$
Amherstburg.....	Windsor.....	River Detroit.....	18	1,610 $\frac{3}{4}$
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,635 $\frac{3}{4}$
Foot of St. Mary's Island.....	Sarnia.....	River St. Clair.....	33	1,668 $\frac{3}{4}$
Sarnia.....	Foot of St. Joseph Island.....	Lake Huron.....	270	1,938 $\frac{3}{4}$
Foot of St. Joseph's Island.....	Foot of Sault Ste. Marie.....	River Ste. Marie.....	47	1,985 $\frac{3}{4}$
Sault-Ste. Marie.....	Head of Sault Ste. Marie.....	Sault Ste. Marie Canal.....	1	1,986 $\frac{3}{4}$
Head of Sault Ste. Marie.....	Point aux Pins.....	River Ste. Marie.....	7	1,993 $\frac{3}{4}$
Pointe aux Pins.....	Port Arthur.....	Lake Superior.....	266	2,259 $\frac{3}{4}$
Port Arthur to Lake Shebandowan.....			45	
Lake Shebandowan to North-west Angle.....			312	
North-west Angle to Winnipeg.....			95	
Pointe aux Pins to Duluth.....			390	

Of the 2,259 $\frac{3}{4}$ miles from the Straits of Belle-Ile to the head of Lake Superior, 73 $\frac{1}{2}$ miles are artificial navigation, and 2,188 $\frac{1}{2}$ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

" Depot Harbour to Port Arthur is 510 miles; to Duluth is 644 miles; to Chicago 525 miles, and to Milwaukee, 442 miles.

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TABLE of distances of Stations between the cities of Ottawa and Kingston.

No. of Station.	Name of Station.	Distances from Ottawa.	Locks.		Dams.			Length of Artificial Canal at each Station in miles.	
			No.	Lift at Low water.	No.	Length.	Height.		
				Rise. Ft. In.					Feet.	Feet.
1	Ottawa.....	0	8	82 0	3	230 1,320 1,616	13 33 14		
2	Hartwell's.....	4½	2	22 0	...	100	28	4 00	
3	Hogsback.....	5½	2	13 6	1	320	60		
4	Black Rapids.....	9½	1	10 0	1	300	12	0 13	
5	Long Island.....	14½	3	27 0	3	850	68	0 13	
6	Burritt's.....	40½	1	10 6	1	240	14	1 50	
7	Nicholson.....	43½	2	15 2	1	500	9	0 50	
8	Clowes.....	44½	1	10 0	1	481	16	0 05	
9	Merrickville.....	46½	3	25 0	1	150	6	0 33	
10	Maitland.....	55	1	4 9	1	270	8	0 13	
11	Edmunds.....	59½	1	10 10	1	343	8	0 06	
12	Old Slys.....	60½	2	15 6	1	250	20	0 25	
13	Smith's Falls.....	61½	4	33 9	2	600	24	0 13	
14	First Rapids or Poonamalie.....	64	1	7 9	1	260	5	1 25	
15	Narrows.....	83½	1	4 0	1	600	9	0 06	
Total rise at low water.....				292	3				
				Fall					
16	Isthmus.....	87½	1	4 0	...			1 25	
17	Chaffey.....	92	1	12 6	...			0 13	
18	Davis.....	94½	1	9 0	1	300	15	0 06	
19	Jones' Falls.....	97½	4	60 0	1	300	60	0 25	
20	Brewer's Upper Mills.....	108½	2	19 0	1	200	20	1 75	
21	" Lower Mills.....	110	1	14 2	1	200	12	4 25	
22	Kingston Mills.....	120½	4	46 8	1	6,042	14	0 25	
23	Kingston.....	126½							
Total fall at low water.....				165	4				
Total.....				47		24	15,472		16 46

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