

DOMINION OF CANADA

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ANNUAL REPORT  
OF THE  
DEPARTMENT OF RAILWAYS  
AND CANALS

For the Fiscal Year from April 1st, 1917,  
to March 31st, 1918

Submitted in accordance with the provisions of the Revised Statutes of Canada,  
1916, Chapter 35, Section 33

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OTTAWA  
J. DE LABROQUERIE TACHÉ  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1919

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

PHYSICS 309

LECTURE NOTES  
BY  
PROFESSOR RICHARD P. FEYNMAN

1962-1963

LECTURE 1

RELATIVITY

LECTURE 2

*To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc.,  
Governor General and Commander in Chief of the Dominion 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, 1917, to March 31, 1918.

J. D. REID,  
*Minister of Railways and Canals.*

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REPORT  
OF THE  
ACTING DEPUTY MINISTER OF RAILWAYS  
AND CANALS

FOR THE YEAR ENDING MARCH 31, 1918.

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To the Honourable J. D. REID,  
Minister of Railways and Canals.

SIR,—The conditions prevailing in the year 1916-17, which necessitated the curtailment of all unnecessary expenditures in the way of departmental printing, have continued during the past year, and, consequently, this annual report is still subject to very considerable reduction in the treatment of the several matters dealt with by the department, though it has been found possible to replace one or two of the more interesting items of information in a separate publication entitled "Canals and Navigation routes."

The suspension of certain important canal and railway works, such as the Welland Ship Canal and the Hudson Bay Railway, noted in the last annual report, has continued during the past year.

GENERAL SUMMARY.

EXPENDITURE.

The expenditure made by or through the department during the fiscal year ended March 31, 1918, amounted to \$74,639,286.44, of which \$70,113,667.61 was for railways, \$3,327,556.55 for canals, and \$1,198,062.28 for general expenditure.

The railway expenditure chargeable to capital account amounted to \$34,699,416.96, of which \$24,392,985.80 was for the Canadian Government Railways rolling stock, \$5,860,132.59 for the Interoceanic Railway, \$1,371,334.97 for the Quebec and Saguenay Railway, \$378,433.29 for the

Prince Edward Island Railway, \$120,663.61 for the New Brunswick and Prince Edward Island Railway, \$690,453.19 for the National Transcontinental Railway, \$1,879,699 for the Hudson Bay Railway, \$5,369.51 for the International Railway, and \$345 for miscellaneous expenditure.

The expenditure for the Quebec Bridge amounted to \$931,278.01.

The railway expenditure chargeable to working expenses amounted to \$33,400,460.45, as follows: \$21,090,298.09 for the Intercolonial, \$385,508.92 for the International Railway, \$10,660,389.89 for the National Transcontinental Railway, \$1,123,291.12 for the Prince Edward Island Railway, \$140,972.43 for the St. John and Quebec Railway.

The amount paid for miscellaneous railway expenditure chargeable to revenue amounted to \$15,100.

The railway expenditure chargeable to income account amounted to \$347,007.44.

The expenditure on railway subsidies amounted to \$720,404.75.

The expenditure on canals, which amounted to \$3,327,556.55, was as follows: \$1,781,957.07 on capital account, \$111,552.28 on income account, \$1,431,047.20 on revenue account. Of this last sum, \$859,119.25 was chargeable to staff and \$571,927.95 to repairs.

The miscellaneous expenditure, amounting to \$1,198,062.28, was expended as follows: \$350,545.35 for war appropriation, \$846,305.53 for Halifax restoration, and \$1,211.40 for sundries.

#### REVENUE.

The revenue received from both the railways and canals amounted to \$27,695,825.09.

The revenue from the railways amounted to \$27,240,956.87 as follows: \$18,758,186.41 was received from the Intercolonial Railway, including the New Brunswick and Prince Edward Island Railway; \$140,900.44 from the International Railway; \$7,621,204.51 from the National Transcontinental Railway; \$656,227.22 from the Prince Edward Island Railway; and \$64,438.29 from the St. John and Quebec Railway.

The revenue from the canals amounted to \$414,868.22. Of this, the receipts from the Port Colborne Elevator amounted to \$163,164.82, the balance having been received for rents, harbour dues, etc.

#### WORKING EXPENSES AND REVENUE COMPARED.

The railway working expenses amounting to \$33,400,460.45, and the revenue amounting to \$27,240,956.87 only, leaves a deficit of \$6,159,503.58 on the operation of the Canadian Government Railways. This deficit amounts to \$2,332,111.68 for the Intercolonial Railway, \$244,608.48 on the International Railway, \$3,039,185.38 for the National Transcontinental Railway, and \$467,063.90 for the Prince Edward Island Railway.

The deficit of the St. John and Quebec Railway is especially detailed in the annual report of the General Manager of the Government Railways, page 32.

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## COMPARATIVE STATEMENTS.

The passenger, freight, mails, express, and ocean traffic, less hire of equipment, amounted, on government-owned lines, in 1916-17 to \$23,468,998.99, and in 1917-18 to \$27,176,518.58, an increase of \$3,707,519.59.

The total working expenses on the government-owned lines in 1916-17 was \$23,930,398.06, and in 1917-18, \$33,259,488.02, an increase of \$9,329,089.96.

The maintenance of way and structures and equipment in 1916-17 amounted to \$9,153,551.88, and in 1917-18 to \$13,268,810.39, an increase of \$4,115,258.51.

The traffic expenses increased by \$24,031.39 in 1917-18 over 1916-17.

The transportation expenditure on government-owned lines amounted to \$13,598,023.76 in 1916-17, and to \$17,877,073.67 in 1917-18, an increase of \$4,279,049.91.

Miscellaneous expenditure chargeable to working expenses, which in 1916-17 amounted to \$1,457,270.81, amounted to \$1,671,147.54 in 1917-18, an increase of \$213,876.73.

The repairs to locomotives, freight and passenger cars, which amounted in 1916-17 to \$3,852,345.12, amounted during 1917-18 to \$5,069,880.37, an increase of \$1,217,535.25.

The earnings of the St. John and Quebec Railway, for mails, express, freight, and passenger traffic, which amounted to \$70,759.62 in 1916-17 amounted to \$64,438.29 in 1917-18, a deficiency of \$6,321.33.

In 1916-17 the maintenance of way and structures amounted to \$35,050.33, in 1917-18 to \$53,414.05, an increase of \$18,363.72.

The transportation expenditure, which amounted to \$56,534.45 in 1916-17, amounted to \$80,713.93 in 1917-18, an increase of \$24,179.48.

The mileage of the railways in operation amounts to 3,953.89 miles, and 119.87 for the St. John and Quebec Railway, a total mileage of 4,073.76.

The earnings per mile of railway for the government-owned lines in 1916-17 was \$5,853.38, and in 1917-18, \$6,765.95, an increase of \$912.57 per mile.

The expenditure per mile of railway for the government-owned lines was \$5,973.72 in 1916-17, and in 1917-18, \$8,310.96, an increase of \$2,337.24 per mile.

The earnings per train mile of government-owned lines in 1916-17 amounted to \$1.86 and in 1917-18 to \$2.15, an increase of \$0.29 per mile.

The expenditure per train mile of government-owned lines in 1916-17 was \$1.89 $\frac{3}{100}$  and in 1917-18 \$2.63 $\frac{49}{100}$ , an increase of \$0.73 $\frac{88}{100}$ .

The earnings per mile on the St. John and Quebec Railway were \$590.30 in 1916-17, and for 1917-18, \$537.57, a decrease of \$52.73 per mile.

The expenditure for the same for 1916-17 amounted to \$820.06, and in 1917-18 to \$1,176.04, an increase of \$355.98.

The total train mileage of the government-owned lines was 12,412,757 miles in 1916-17, and in 1917-18, 12,471,308 miles, an increase of 58,551 miles.

The total train mileage of the St. John and Quebec Railway in 1916-17 was 72,531 miles, and in 1917-18, 75,491 miles, an increase of 2,960 miles.

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The value of stores purchased, and charges from other departments, was \$19,447,730.08, and the value of stores, used or sold, \$18,060,023.37. There is yet on hand a balance of \$6,205,809.45.

The report of the General Manager of the Canadian Government Railways (Appendix II) contains in tabulated form the complete statements concerning the operation and maintenance of the Canadian Government Railways, and should be referred to for details.

The report of the Accountant of the Department, Appendix I, will show all the revenue received and the expenditure incurred by the department in properly classified statements.

#### GRAND TOTALS.

The grand total of the expenditure to March 31, 1918, amounts to \$975,-236,219.62, of which \$805,112,482.04 was for railways, \$167,468,290.99 for canals, and \$2,655,446.59 for sundries.

The grand total of the revenue received to March 31, 1918, amounts to \$292,716,394.88, of which \$275,636,255.31 is from railways and \$17,080,139.51 from canals.

#### TOLLS.

No tolls have been collected on the canals since the close of the season of navigation in 1903.

### RAILWAYS IN OPERATION.

#### INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic Ocean ports of Halifax, St. John, Sydney, and North Sydney, to Montreal.

On March 1, 1898, the operation of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, was 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 government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city; also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable in like terms of ninety-nine years each, forever; 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.

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On October 1, 1904, the Canada Eastern Railway, from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's Bridge, with connected property, 1.33 miles, was surrendered to the Government.

In September, 1911, the branch line, 12.52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Pointe 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, 1918, was 1,527.39 miles, including 5.95 miles for the Vale Railway.

The following are the through distances:—

	Miles.
Montreal to Halifax via Lévis .....	838 60
“ St. John, via Lévis .....	741 09
“ Sydney, via Lévis .....	1,001 45
“ North Sydney, via Lévis .....	986 29

Freight is carried direct via St. Henri, which would reduce each of the above distances by 5.45 miles.

## WINDSOR BRANCH.

This road runs from Windsor Junction, on the Intercolonial Railway, to Windsor, N.S. It is 32 miles in length.

The road is leased to the Dominion Atlantic Railway Company (C.P.R.) for a period of 99 years from January 1, 1914, at an annual rental of \$22,500.

## PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches in width. It extends from Tignish to Georgetown, 158.60 miles, and from Charlottetown to Murray Harbour, 52.30 miles, with branches to Souris, Elmira, and Port Borden, etc. The length of the road operated being 276.23 miles.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

Under an agreement dated March 18, 1915, ratified by the Act of 1915, chapter 16, and under an order in council of May 12, 1915, this railway has been purchased by the Government, as part of the government railway system, for the sum of \$270,000. The agreement provided that it should be held to have come into force on August 1, 1914, and that the Government should have the right to sole possession, to operate the road, and to receive all its revenues, until the transfer is completed and the purchase price paid. The transfer has not yet been completed, but the road was taken over on August 31, 1914, and has since been operated by the Government.

The road is 36.05 miles in length, and runs from Sackville to Cape Tormentine, New Brunswick, forming a connection between the Intercolonial railway and the new car ferry between Cape Tormentine and Port Borden, on Prince Edward Island.

This railway during the present fiscal year has been operated as a part of District No. 3 of the Intercolonial railway.

#### INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

Under an agreement, dated August 1, 1914, ratified by the Act of 1915, chapter 16, and under an order in council of August 27, 1914, a lease of this railway has been entered into by the Government for a term not exceeding five years, at an annual rental of \$90,000, payable half-yearly, with option of purchase at any time within that period for the sum of \$2,700,000. The road was taken over, as part of the government railway system, on August 1, 1914. It is 111.30 miles in length, extending from the Intercolonial railway at Campbellton, N.B., to St. Leonards, N.B.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, Appendix II.

#### ST. JOHN AND QUEBEC RAILWAY.

By the Act of 1912, chapter 49, a certain agreement, dated the 5th of March, 1912, made on behalf of the Dominion and the province of New Brunswick and the St. John and Quebec Railway Company for leasing to the Dominion, for a term of ninety-nine years, the company's railway, when fully constructed, from the city of St. John, N.B., to a point of connection with the Transcontinental railway at or near the town of Grand Falls, N.B., was ratified; the Act to come into force on proclamation by the Governor in Council. The agreement provided that on construction and equipment of certain sections, the Dominion would lease and operate the same.

The road extends from Centreville to Gagetown, 119.87 miles. The portion from Centreville to Fredericton was taken over for operation by the Canadian Government Railways on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, Appendix II.

#### HUDSON BAY RAILWAY.

This railway will run from The Pas, Manitoba, a point on the river Saskatchewan where connection is made with the Canadian Northern Railway system, to Port Nelson, on the western coast of Hudson bay.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 68 miles, from Thicket Portage to Split Lake Junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake Junction to Port Nelson, on December 17, 1912.

The final location into Port Nelson was completed in August, 1914, making the total length of the line from The Pas to Port Nelson, 424 miles.

The main line and sidings necessary for the operation of light traffic extend for 334 miles from The Pas to Kettle rapids on the Nelson river.

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There remains a distance of 90 miles of line on which track has yet to be laid. The piers and abutments of the Kettle Rapids bridge are completed and the steel erected.

The work of constructing the railway terminus at Port Nelson is being carried on by the Department. The deep water development of this harbour consists of an artificially constructed island, about two-thirds of a mile from shore, on the outer edge of the tidal flats. It is connected with the main land by a bridge of seventeen spans. This island is one-half of a mile in length, and enclosed on three sides by crib-work, which has been partly filled, and partly back-filled, with gravel, rock, etc.

An ice-protection crib has also been built to protect the bridge.

Dredging was continued throughout the season.

Steamship navigation began on the 19th of June; the first ice appeared on the 11th of October, navigation closing on the 23rd.

Further details on these works will be found in Appendix III, the report of the Chief Engineer of the Department.

In the season of navigation of 1915, occulting acetylene gas beacon lights visible at a distance of 8 miles, were established by the Department of Marine and Fisheries at a number of points in Hudson bay and Hudson straits.

Communication with Port Nelson is afforded by means of Marconi wireless stations established at that point and at The Pas.

The expenditure for the fiscal year ended March 31, 1918, was \$1,879,699, making the total expenditure up to that date, \$20,233,887.37.

## NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement dated July 29, 1903, ratified by the Dominion Act of that year, chapter 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chapter 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chapter 122, undertook certain obligations in respect of the construction and operation 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. 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 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 maintain and operate, the "Western Division." The lease of the "Eastern Division" is to be for a period of fifty years, at a rental of 3 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 with modern and ample rolling stock by the company, the first equipment to be of a value of 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; but not to exceed \$13,000 per mile in respect of the "Prairie Section," from Winnipeg to the eastern limit of the Rocky mountains. This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

Payments from the proceeds of the bonds of the company for work done, etc., on the "Western Division," have been made from time to time on certificates given by the Government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chapter 19, authority was given for aiding in the completion of the construction of the "Prairie Section," by a loan to the company of \$10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the "Prairie Section" of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Department of Finance, was duly made; the mortgage deed being dated May 22, 1909.

By the Act of 1913, chapter 23, authority was given for a loan to the company not exceeding \$15,000,000, at 4 per cent interest, the loan being repayable by July 1, 1923. Under this authority, \$15,000,000 has been advanced to the company. Its debentures to an equal amount have been taken by the Government in pledge as security for this loan, as provided by the Act.

By the Act of 1913, chapter 24, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance, to the amount of \$6,800,000, has been purchased by the Government.

By the Act of 1914, chapter 31, authority was given for the guarantee of the principal and interest of an issue of 4 per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding \$16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final

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and satisfactory settlement of all claims by the company for further aid in respect of the construction of the "Western Division."

In pursuance of this Act, a trust deed securing the issue of bonds to the amount of £3,280,000, was executed on August 5, 1914.

The several government expenditures on the "Eastern Division," were to be 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.

By various Acts and Orders in Council, the time for completion has been extended, and by the Act of 1914 (the Grand Trunk Pacific Railway Guarantee Act), section 11, it was provided that "notwithstanding anything contained in the said trust deed of tenth of June, 1905, or in any Act or Order in Council heretofore passed, the date for completion of the "Western Division" shall be the 31st of December, one thousand nine hundred and fifteen." By section 2 of this Act, the "Western Division" was defined as extending from the city of Winnipeg to the Pacific ocean.

By the Act of 1912, chapter 39, the construction of the "Eastern Division," and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure. By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the Chairman of the Commission as then existing, was appointed as such commissioner. Mr. Leonard having resigned, the Minister of Railways and Canals was appointed commissioner by an Order in Council of July 3, 1914, as authorized by the Act of that year, chapter 43.

*Western Division.*

The Western Division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,748 miles, including the  $3\frac{1}{2}$  miles on the Shore line of the terminal grounds.

It is divided into two sections, namely, the "Prairie Section," extending from Winnipeg, 915 miles to the east bank of Wolf creek—a point 120 miles west of Edmonton, the capital of the province of Alberta, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals extend for a further distance of  $3\frac{1}{4}$  miles around the water front of the city of Prince Rupert.

The whole division between Winnipeg and Prince Rupert has been operated since September 6, 1914.

*Eastern Division—Moncton to Winnipeg.*

Tracklaying between Moncton and Winnipeg was completed (with the exception of the Quebec bridge) in November, 1913, the last spike being driven on the 17th of that month.

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance, 285.25 miles, between Moncton, N.B.,

and Escourt, Que., a point 54.85 miles west of Edmundston, N.B. During the fiscal year 1914-15 the operation of the road was carried on by the Intercolonial Railway between Moncton and Chaudière, a distance of 455.15 miles.

On May 1, 1915, the National Transcontinental Railway from the City of Quebec to Winnipeg, a distance of 1,355.95 miles, was taken over for operation as part of the Canadian Government Railways system, and was put in operation as such on June 1, 1915.

On July 1, 1915, the Lake Superior branch between Lake Superior Junction, on the Transcontinental Railway and Fort William, Lake Superior, 191.75 miles, was taken over for operation by the Canadian Government Railways, having been leased by the government from the Grand Trunk Pacific Railway Company.

Authority for the leasing of this branch by the Government was given by the Act of 1915, chapter 18, which provided that any contract for leasing for more than five years, or for the acquisition of the branch, was to be subject to ratification by Parliament.

Under authority of an Order in Council of June 2, 1915, a contract was entered into, dated June 29, 1915, for leasing the branch for 999 years from May 1, 1915, at a rental of \$600,000 a year, payable half-yearly, the first payment to be made on November 1, 1915. The contract provided for an option to the Government for the purchase of the branch for \$13,333,333.33 at any time after March 31, 1936, on notice of one year; the lease to be ratified before June 1, 1920.

The whole railway between Moncton and Winnipeg is operated by the Canadian Government Railways, the distance being 2,003.03 miles, including the Lake Superior branch, 191.75 miles, and the two branches into Quebec city, namely: the Cadorna branch, 5.88 miles, and the Champlain Market branch, 6.48 miles. The Quebec Bridge, 0.61 mile, under construction, is not included.

Details of the expenditure and of the revenue will be found in the statements of the Comptroller and Treasurer of Government Railways herewith (Appendix, Part II), and also in the statements of the Accountant, Appendix I.

#### QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction over the river St. Lawrence by the Quebec Bridge and Railway Company (originally commenced under a subsidy of \$1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900), collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the Government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of \$6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy; such guarantee to be secured by mortgage on the company's franchises, tolls, and property. On February 1, 1904, a

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mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the Government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property, and franchises on paying the shareholders the amount of their stock at par, not exceeding \$265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid-up shares.

Of the said subsidy of \$1,000,000 there had been paid to the company a total of \$374,353.33 prior to the execution of the above agreement, and subsequent to its execution, payments were made from the proceeds of their bonds on certificates of the Government Engineer covering work done and materials delivered.

After the collapse of the bridge the right of the Government to take over the company's undertaking was exercised under the authority of an Order in Council of August 17, 1908.\* The date of assumption was December 1, 1908. The total of the amounts paid by the Government to the several shareholders for their shares was \$355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company, to the Government was dated October 18, 1909.

Under authority of an Order in Council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specifications, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternate design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that "would compare most favourably with the highest type of long-span bridges in existence." By an Order in Council of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price was 9.02 cents a pound, aggregating about \$8,650,000, a saving of about \$2,600,000 having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion was December 31, 1915.

Under date January 10, 1910, a contract for the substructure was entered into with Messrs M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements necessitated by changes in the caisson design and in the location of the north anchor pier, were made with them on May 23, 1910, and September 2, 1911.

\*The history of the Government's connection with the Quebec Bridge prior to its collapse is given in the Departmental annual report of 1907-08, page XLVII.

The Board of Engineers for construction, as originally constituted, has been modified by retirements and death, and is at present composed as follows: Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Modjeski, Am. Soc. C.E., and H. P. Borden, M. Can. Soc. C.E.

The report shows that during the year the whole structure was completed, including the suspended span which was erected at a point about 3 miles down the river. On the 11th of September, 1916, this span was floated up the river, and the operation of lifting it into place began and proceeded successfully until it had reached a height of about 20 feet above the water, when some portion of the contractor's erection equipment failed, with the result that the entire span tilted towards the west and disappeared into the river. The St. Lawrence Bridge Company assumed entire responsibility for the loss and took immediate steps to replace the span at their own expense. At the close of the year fabrication had been going ahead rapidly.

An investigation was at once held by the board and officers of the company, and the board made a report on the accident, which will be found in Appendix V, page 74, annual report 1916-17.

The expenditure during the fiscal year amounted to \$931,278.01 paid out of capital. The total expenditure by the department on the reconstruction of the bridge amounts to \$14,175,861.85. Other expenditure during previous years, such as \$534,655.14, paid under the head of "Income"; \$374,353.33 paid for subsidies during 1901, 1902, and 1903; and the sum of \$6,975,266.20, paid by the Finance Department, less the sum of \$100,000, received from the Phoenix Bridge Company, bring the total expenditure to the sum of \$21,960,136.52. The accountant, in his report, page 19, Appendix I, shows fuller details of the above expenditure.

At the end of the fiscal year, the bridge is nearing completion. The St. Lawrence Bridge Company have successfully put the main span into place, a triumph of engineering, the length of this being 1,800 feet, or over one-third of a mile.

The total length of the bridge is 3,240 feet, or over three-fifths of a mile.

The first train crossed the bridge December 3, 1917, and since this date, traffic on the bridge has been continuous.

See Appendix IV, Report of the Chairman of the Board of Engineers, for further details of the work still to be done for completion.

### WELLAND SHIP CANAL.

This important work has for its object greater and better accommodation for a larger class of vessels than those that can be used on the present Welland canal.

The present canal lies between Port Colborne, lake Erie, and Port Dalhousie, lake Ontario. Its length is 26½ miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.

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The proposed Welland Ship Canal as finally located follows the course of the present canal from Port Colborne on lake Erie to Allanburg, half-way across the peninsula. From this point an entirely new cutting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz.: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea-level.

The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east of Port Dalhousie. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes, 325½ feet, is to be overcome by seven lift locks, each having a lift of 46½ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and, for the present, the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-foot depth, so that the canal can be deepened at any future date by dredging out the reaches.

A new western breakwater will be built at Port Colborne to ensure quiet water in the harbour during storms.

The outer entrance piers in lake Ontario will be placed about 1½ miles from shore, where the depth of water is 30 feet; a wide channel will be dredged out from these piers and an embankment formed on either side of it about 500 feet wide. The lock walls will be 82 feet high above the top of the gate sills.

The work is divided into nine sections, of which section No. 1, approximately 3 miles, at the lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately 4½ miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913.

During the fiscal year 1917-18, the sum of \$1,235,046.59 was expended, making the total expenditure to March 31st, 1918, \$14,928,969.58.

In view of existing war conditions, contract work on the canal has been suspended under notices served in January, 1917, and only maintenance work has been necessary.

## HALIFAX DISASTER AND RESTORATION.

In the disaster at Halifax, on December 6, 1917, fifty-six employees and ten pensioners of the Canadian Government Railways were killed. Two employees afterwards died from injuries received in the explosion; thirty of the employees were killed while on duty.

Of the one thousand and seventy-eight employees of the railway living in Halifax and Dartmouth at the time of the explosion, investigation showed that only one hundred and fifty-seven were comparatively unaffected by the disaster. One hundred and seven who owned their own homes, and one hundred and sixty-five who were tenants, had their property totally destroyed; four hundred

and thirty-two had properties more or less damaged, requiring, at least, considerable repairs.

Removing the wreckage, clearing tracks and replacing electrical lines throughout the Richmond yard and North Street station, it was estimated, would cost \$100,000.

One hundred and three Canadian Government Railways' passenger cars, and nine of other lines, were damaged to the extent of \$60,000; thirty-seven Government Railways' freight cars, and fifty-six of other lines, were destroyed; the estimated damage was \$50,000. One hundred and twenty Canadian Government Railways' freight cars, and two hundred and twenty-two of other lines were damaged for approximately \$54,000; four Canadian Government Railways' locomotives suffered damages estimated at \$6,000; the Canadian Government steamer *McKee* was also damaged for about \$70,000; the damages at the Willow Park Shops were estimated at \$130,000; piers Nos. 2, 3, and 4, and the adjacent freight sheds and other buildings were much damaged; the elevator was also damaged; the piers at Richmond were all wrecked, and some totally destroyed. Pier No. 9 was repaired as soon as possible.

In order to obtain relief quickly from the effects of the damage to the various shipping facilities, the construction of the two large sheds on pier "A," at the Ocean Terminals Site, was rushed to completion.

The estimated damages are as follows: to H.M.C. dockyards, \$205,000; to the Canadian Government Railways' property, \$1,250,000.

The actual expenditure on the restoration to March 31, 1918, amounts to \$846,305.53

A special report on the restoration is made in the General Manager's report, Appendix II.

Of the works undertaken by the Canadian Government Railways, on account of restoration, 95 per cent has been about completed.

It has been estimated that the material damage to property in the city of Halifax, the town of Dartmouth, and the surrounding municipal districts, is over \$16,000,000. The chairman of the commission has reported that the total loss of life through the disaster was probably one thousand eight hundred, and would probably reach two thousand, or even more, making this disaster one of the greatest in the national history of Canada.

#### SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant of the department, which will be found in the appendix hereto, Part I. The accountant's statements show all payments made since the beginning of the system of railway subsidies in the year 1883-84.

The total payments made on subsidy account during the year ended March 31, 1918, amounted to \$720,404.75.

CANADIAN NORTHERN RAILWAY ACQUISITION AND  
TRANSFER OF THE CAPITAL STOCK.

In 1913, as authorized by clauses No. 8 and 9 of Act 3-4 George V, cap. 10, the Canadian Northern Railway Company was authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, fully paid up and non-assessable seventy thousand shares of the common stock of the Canadian Northern Railway Company, upon the consideration of the Governor in Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company certain subsidies on a mileage of railway to be built not exceeding 1,170 miles. This stock was duly transferred.

In 1914, as authorized by clause 5 of Act 4-5 George V, cap. 20, three hundred and thirty thousand fully paid up shares of the par value of one hundred dollars of the Canadian Northern (as defined by the Act) were transferred to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, in consideration of the guaranteeing of the payment of the principal and interest of the bonds, debentures, etc., of the Canadian Northern to an amount not exceeding \$45,000,000.

By clause No. 12 of the same Act, the capital stock of the Canadian Northern was fixed at the sum of one hundred million dollars, subject to increase by Parliament of Canada only. For the purposes of exchanging convertible debenture stock for common stock, the right of which is secured by trust deed to certain trust companies, a further issue of common stock not to exceed twenty-five million dollars might be also issued on such terms as contained in the Act of 1914, 4-5 George V, cap. 20.

At the last session of Parliament, an Act (cap. 24, 7-8 George V), assented to on the twentieth day of September, 1917, was passed, authorizing the acquisition by His Majesty of the capital stock of the Canadian Northern Railway Company. Under the terms of this Act, and as authorized by an order in council dated the fifteenth day of November, 1917, an agreement dated the first day of October, 1917, was entered into by His Majesty, represented by the Minister of Finance and the Minister of Railways and Canals, Mackenzie, Mann and Company, Limited, called "the owners," and the Canadian Bank of Commerce, called "the pledgees," for the purchase and sale of all their holdings in six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value \$60,000,000) not now held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares, the price to be determined by arbitration.

Under authority of an order in council dated the seventeenth day of October, 1917, Sir William Ralph Meredith, Chief Justice of Ontario, was appointed to represent the Government of Canada on the Board of Arbitration.

At the first meeting of the board at Toronto, January 18, 1918, Mackenzie, Mann and Company, Limited, represented by Sir William Mackenzie, President, and the Canadian Bank of Commerce by Sir B. E. Walker, President, appointed Hon. William Nesbitt, K.C., as one of the arbitrators. Sir William Meredith then announced that Hon. Robert E. Harris, Justice of the Supreme Court of Nova Scotia, has been appointed as third arbitrator.

Up to March 31, 1918, the board had held twenty-five sittings, and at the close of the fiscal year their labours were yet to be completed.

The agreement between His Majesty and Mackenzie, Mann and Company, Limited, and the Bank of Commerce, is printed in full in Appendix VI.

After application had been made by the Canadian Northern Railway for the assistance authorized by section three of the said Act, an order in council, dated the fifteenth day of November, 1917, was passed authorizing the Minister of Finance to give the assistance provided for in the Act (cap. 24, 7-8 George V) on and after the transfer of at least five-sixths of the 600,000 shares, and to make advances out of the Consolidated Revenue Fund up to and not exceeding twenty-five million dollars, such payment to be made only as certified by the Financial Comptroller of the Department of Railways and Canals, and approved by the Minister of Finance; such advance to be for the purpose of paying and settling any indebtedness of the company.

Under the authority of the order in council, and 510,000 shares having been duly transferred to the Minister of Finance in trust for His Majesty, certificates were issued by the Financial Comptroller of the Department of Railways and Canals to the amount of \$25,000,000, and paid by the Minister of Finance.

The arbitration not having been completed on March 1, 1918, as per agreement (Appendix VI), subsequent agreements were made extending the period of completion to April 1 and May 1, 1918, as authorized by orders in council of 28th February and 28th March, 1918.

At the close of the fiscal year the Minister of Finance and Receiver General of Canada holds, in trust for His Majesty, 910,000 fully-paid-up and non-assessable shares of the common stock of the Canadian Northern Railway Company, amounting to \$91,000,000 par being \$100 a share.

#### BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3, Edward VII, chapter 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, chapter 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

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the Act of 1908, chapter 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chapter 31, the board was empowered to determine the maximum price to be charged for electricity developed through water-powers leased from the Crown. An Act of 1910, chapter 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chapter 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chapter 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through Government-leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold session 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 ending March 31, 1918, of which a summary is given below, has been received.

During the fiscal year the board held fifty-nine public sittings, at which 391 applications were heard. These consisted of complaints of private individuals or of larger matters of general public interest affecting the community as a whole. The total number of applications and complaints dealt with by the board amounted to 3,611; 20 per cent of which were set down for formal hearing, and 80 per cent which were disposed of without the necessity of such a hearing.

In April, 1917, the railway companies applied for authority to increase their freight and passenger rates. There were ten sittings of the board on the matter at the most important cities from Montreal to Vancouver, and judgment on the question was issued December 26, 1917. The Engineering Department carried out a large number of inspections covering the railways of the whole Dominion. These inspections covered the opening of railways for traffic, and also inspections of all kinds, such as culverts, railway crossings, cattle guards, bridges, subways, etc., to ensure safety.

The Operating Department carried out the inspection of locomotive boilers, safety appliances on cars and locomotives, investigations into accidents causing personal injury or loss of life, train and station service, etc. This department reports 333 fatal accidents, not including 31 persons killed in automobile accidents at railway crossings. On the railways, 22 passengers, 137 employees and 174 other persons were killed. Of these 174 last mentioned, 93 were trespassers; of the 31 persons killed in automobile accidents, 26 were killed at unprotected crossings; 397 orders providing protection at 444 crossings were given.

The Fire Inspection Department reports that the inspection has been carried on in co-operation with various Dominion and Provincial fire protective organizations. Seventy-eight employees of such organizations were under appointment as local officers of the board.

The total damages by fire amounted to \$105,668. Of these fires 76.84 per cent were attributed to the railways; 7.84 per cent to other known causes, and 15.32 per cent to unknown causes. Many of the fires attributable to railways caused so little damage that only \$25,819 of the total damages of \$105,668 is attributed to the railways.

Very complete details on the above matters will be found in the annual report of the board, which will be laid before Parliament in due course.

#### CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1918, was \$3,327,556.55, comprising \$1,781,957 charged to capital, \$111,552.28 charged to income, \$859,119.25 for staff, and \$574,927.95 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1917, was \$149,061.41. The rentals accrued during the year amounted to \$270,048.82, making a total of \$419,111.26. Of this amount, there was collected during the year a total, after deducting abatements aggregating \$4,054.64, of \$237,867.64. The balance remaining due on March 31, 1918, was \$177,190.98. 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 rental due at the end of each year.

The total revenue collected amounted to \$414,868.22, the balance being made up of wharfage dues, fines, etc., and a total of \$163,164.82 derived from the operation of the Port Colborne grain elevator on the Welland canal.

No tolls have been charged on any of the Dominion canals since 1903-4.

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 1917-18, but very voluminous statistics relating to canal traffic, and various commercial statistics, for the season of navigation of the year 1917, will be found in the "Canal Statistics," which are issued as a separate report.

#### CANAL TRAFFIC.

The following are the principal features of the canal traffic during the season of 1917:—

On the Welland canal, 2,490,542 tons of freight were moved, a decrease of 54,426 tons. Of the total, 562,669 tons were agricultural products, and 243,965 tons were produce of the forest; of coal, 1,300,667 tons were carried; 2,202,823 tons were through freight, of which 1,959,050 tons passed eastward.

Of the through freight, Canadian vessels carried 1,926,669 tons, an increase of 213,843 tons, and United States vessels 276,151 tons, a decrease of 112,145 tons.

The total through freight passed eastward and westward through this canal to United States ports was 35,900 tons, a decrease of 167,507 tons compared with the year 1916.

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The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 534,822 tons, a decrease of 74,297 tons as compared with the previous year. No transshipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 3,391,144 tons were moved, an increase of 23,080 tons; 2,614,356 tons were eastbound through freight and 411,329 westbound freight; 564,185 tons were agricultural products, 1,951,021 tons coal, and 469,433 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 214,835 tons, a decrease of 22,816 tons; 98,439 tons were products of the forest.

On the Chambly canal, 434,818 tons were moved, an increase of 35,811 tons; 259,713 tons were products of the forest, and 129,222 tons of coal.

On the Rideau canal 84,549 tons were carried, a decrease of 20,881 tons, 11,826 tons being products of the forest and 3,138 tons of coal.

On the St. Peter's canal 62,254 tons were carried, an increase of 52,625 tons; 42,033 tons were coal. The canal was closed to public traffic during the season of 1915 for the reconstruction of the lock, and was opened on September 1, 1916.

On the Murray canal 57,603 tons passed, an increase of 10,923 tons.

On the Trent canal, 48,924 tons were moved, an increase of 3,915 tons; 44,810 tons were the produce of the forest.

On the St. Andrews lock, on the Red River, Manitoba, the volume of business was 7,174 tons.<sup>1</sup>

On the Sault Ste. Marie canal the total movement of freight was 15,447,092 tons, being a decrease of 1,366,557 tons. There were 4,337 passages of vessels, the number of lockages being 4,142. Of wheat, 65,174,092 bushels, and of other grain 18,557,946 bushels were carried; also 3,330,047 barrels of flour; 11,127,034 tons of iron ore; 1,247,887 tons of coal; and 3,951,600 feet, board measure, of lumber.

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

The total traffic through the several canals of the Dominion for the season of 1917 amounted to 22,238,935 tons, a decrease of 1,344,556 tons compared with the previous year; 244,819 passengers were carried, a decrease of 18,829.

## CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1917 are compiled by the Comptroller of Statistics, and are issued as a separate report.

## RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1917, is prepared by the departmental Comptroller of Statistics, and is issued as a separate report.

<sup>1</sup> This work, which consists of a lock and dam on the Red River, about fifteen miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and lake Winnipeg, and is mentioned here for statistical purposes only.

## AMENDMENTS TO THE RAILWAY ACT.

By virtue of chapter 37, 7-8 George V, the Railway Act has been amended by an Act assented to September 20, 1917, and entitled as follows:

"An Act concerning the payment of salaries or wages of employees of Railway companies and to otherwise amend the Railway Act."

The amendments are given in full detail in the report of the Board of Railway Commissioners.

## SUNDRY WORKS.

The report of the Chief engineer of the department, which will be found in Part III of the appendices, gives comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland Ship canal, and the terminals of the Intercolonial railway at or near Halifax.

A separate report, by the Chief Engineer of the Department, on Canals and Navigation routes, is published for the first time this year.

I have the honour to be, sir,

Your obedient servant,

G. A. BELL.

*Acting Deputy Minister.*

APPENDIX I

STATEMENTS OF THE ACCOUNTANT

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## SUMMARY

GENERAL SUMMARY of the Expenditure and the Revenue for the fiscal year ending March 31, 1918, and previous years.

I.—EXPENDITURE.		\$	cts.	\$	cts.
Total expenditure for the year as per statements following pages 4 to 28..				74,639,286	44
This expenditure is divided as follows:—					
Total expenditure on Railways for the year, including Quebec Bridge and Railway Subsidies, page 6.....		70,113,667	61		
Total expenditure on Canals for the year, page 7.....		3,327,556	55		
General expenditure common to both Railways and Canals, for the year, page 7.....		1,198,062	28		
				74,639,286	44
The grand total of the expenditure to March 31, 1918, on Railways and Canals, as shown on page 19 of this report, amounts to.....				975,236,219	62
This expenditure is divided as follows:—					
Grand total expenditure on Railways, including Quebec Bridge and Railway Subsidies.....		805,112,482	04		
Grand total expenditure on Canals.....		167,468,290	99		
Grand total general expenditure, common to both Railways and Canals.....		2,655,446	59		
				975,236,219	62
II.—REVENUE RECEIVED.					
The revenue from both Railways and Canals for the fiscal year amounts to.....				27,655,825	09
Revenue from the Railways.....		27,240,956	87		
Revenue from the Canals.....		414,868	22		
				27,655,825	09
The grand total of the revenue to March 31, 1918, on Railways and Canals both amounts to (see page 19).....				292,716,394	88
Grand total of the revenue from the Railways.....		275,636,255	34		
Grand total of the revenue from the Canals amounts to.....		17,080,139	54		
				292,716,394	88
III.					
The principal expenditures during the fiscal year were as follows:—					
Working expenses, Canadian Government Railways.....				33,400,460	45
Rolling Stock, Canadian Government Railways.....				24,392,985	80
Steamers "Drummond" and "McKee".....				1,020,000	00
Construction and Betterments, Canadian Government Railways.....				5,876,065	12
Hudson Bay Railway.....				1,879,699	00
Quebec and Saguenay Railway.....				1,371,334	97
Quebec Bridge.....				931,278	01
Prince Edward Island Railway, Car Ferry Terminals.....				304,355	04
National Transcontinental Railway, Right of Way Claims.....				209,575	57
Railway Subsidies.....				720,404	75
Canal Expenditure.....				3,327,556	53
War Appropriation, including Halifax Restoration.....				1,196,850	88
General—Sundries, less various credits.....				8,720	30
Total.....				74,639,286	44

The sundry classifications of this expenditure and the revenue are shown on pages 4, 5, 6, and 7 for the fiscal year and page 19 for the expenditure previous to Confederation and since. Further details on the expenditure will be shown in the report of the General Manager of the Canadian Government Railways, Appendix II.

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## EXPENDITURE.

## GENERAL STATEMENT of Expenditure during the Year ending March 31, 1918.

	\$	cts	\$	cts
TOTAL EXPENDITURE—as per statements, pages 8 and 9			74,639,286	44
Expenditure chargeable to Railways	68,099,532	41		
"    "    Railways, General	362,452	44		
"    "    Quebec Bridge	931,278	01		
"    "    Railway Subsidies	720,404	75		
Total expenditure, Railways			70,113,667	64
Expenditure chargeable to Canals	3,156,401	31		
"    "    Canals, General	171,155	24		
Total expenditure, Canals			3,327,556	55
General expenditure			1,198,062	28
Total expenditure			74,639,286	44
CLASSIFICATION OF EXPENDITURE IN GENERAL—				
Capital Account	37,112,652	04		
Revenue Account	34,849,607	65		
Income Account	1,656,622	00		
Consolidated Fund (railway subsidies) Income	720,404	75		
Total expenditure			74,639,286	44
CLASSIFICATION OF EXPENDITURE BY ACCOUNTS—				
<i>Railways—</i>				
Capital expenditure—Railways	34,699,071	96		
"    "    General	345	00	34,699,416	96
Revenue expenditure—Railways	33,400,460	45		
"    "    Railways, General	15,100	00	33,415,560	45
Income expenditure—Railways, General	347,007	44	347,007	44
<i>Quebec Bridge—</i>				
Capital expenditure—Quebec Bridge	931,278	01	931,278	01
<i>Railway Subsidies—</i>				
Consolidated Fund—Railway Subsidies	720,404	75	720,404	75
Total expenditure, Railways, \$70,113,667 64				
<i>Canals—</i>				
Capital expenditure—Canals	1,781,957	07	1,781,957	07
Income "    "    Canals	90,255	66		
"    "    Canals, General	21,296	62	111,552	28
Revenue "    "    Canals Staff	743,857	09		
"    "    Canals Staff, General	115,262	16	859,119	25
"    "    Canals Repairs	540,331	49		
"    "    Canals Repairs, General	34,596	46	574,927	05
Total expenditure on Canals, \$3,327,556 55				
General Expenditure—Income account	1,198,062	28	1,198,062	28
Total expenditure			74,639,286	44

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## REVENUE.

GENERAL STATEMENT of the Revenue received during the Year ending  
March 31, 1918.

	\$	cts	\$	cts
<b>TOTAL REVENUE RECEIVED DURING FISCAL YEAR</b>			<b>27,655,825</b>	<b>09</b>
Revenue from Railways	27,240,956	87		
"    "    Canals	414,868	22		
Total revenue as above			27,655,825	09
<b>STATEMENT OF REVENUE RECEIVED, IN DETAIL—</b>				
<b>Railways—</b>				
Intercolonial Railway, including New Brunswick and Prince Edward Island Railway	18,758,186	41		
International Railway of New Brunswick	140,900	44		
National Transcontinental Railway	7,621,204	51		
Prince Edward Island Railway	656,227	22		
Total	27,176,518	58		
St. John & Quebec Ry	64,438	29		
Total revenue from Railways			27,240,956	87
<b>Canals—</b>				
Welland Canal	59,504	39		
"    Elevator, Port Colborne	163,164	82		
Welland Ship Canal	2,832	50		
Lacline Canal	140,392	81		
Beauharnois Canal	14,818	15		
Cornwall Canal	14,220	16		
Williamsburg Canal	1,660	10		
Soulanges Canal	3,632	77		
Chambly Canal	785	00		
Carillon and Grenville Canal	515	00		
Rideau	8,956	65		
Trent Canal	3,829	04		
St. Peters Canal	7	06		
Sault Ste. Marie Canal	85	00		
Murray Canal	248	00		
Ste. Anne's Lock and Canal	215	83		
Chats Falls Canal	1	00	114,868	22
Total revenue received during fiscal year.			27,655,825	09

## EXPENDITURE on Railways for Year ended March 31, 1918.

Name of Railways.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue. Working Expenses.	Total.
	\$ cts	\$ cts	\$ cts.	\$ cts.
Canadian Government Railways rolling stock	24,392,985 80			24,392,985 80
Hudson Bay Railway.....	1,879,699 00			1,879,699 00
Intercolonial Railway.....	5,860,132 59		*21,090,298 09	26,950,430 68
New Brunswick and Prince Edward Island Railway.....	120,663 61			120,663 61
International Railway of New Brunswick.... (Statutory)	5,369 51		295,508 92	300,878 43
National Transcontinental Railway...	690,453 19		90,000 00	90,000 00
Prince Edward Island Railway...	378,433 29		10,660,389 89	11,350,843 08
Quebec & Saguenay Railway.....	1,371,334 97		1,123,291 12	1,501,724 41
St. John & Quebec Railway.....			140,972 43	1,371,334 97
Total.....	34,699,071 96		33,400,460 45	68,099,532 41
Quebec Bridge.....	931,278 01			931,278 01
Railway Subsidies.....		720,404 75		720,404 75
	35,630,349 97	720,404 75	33,400,460 45	69,751,215 17
<i>General on Railways.</i>				
Enquiry and report on the Railway situation of Canada....		55,047 04		55,047 04
Railway Commission, Maintenance.....		172,578 22		172,578 22
Railway Commission, Statutory.....		53,435 53		53,435 53
Surveys and Inspections.....		36,653 99		36,653 99
Railway Grade Crossing Fund.....		13,740 85		13,740 85
Governor General's Car, attendance, etc		3,037 84		3,037 84
To provide for the building of two wooden ships	345 00			345 00
Contribution to the International Association of Railways Congress.....		97 33		97 33
Expenses with Consolidation of The Railway Act.....		2,000 00		2,000 00
Contribution of the Government to the Faculty of McGill University.....		2,500 00		2,500 00
Contribution of the Government to the Faculty of the Polytechnic School, Montreal.....		2,500 00		2,500 00
Compassionate allowances to families of deceased employees.....			13,500 00	13,500 00
Compassionate allowances to families of deceased employees, Hudson Bay Railway			1,600 00	1,600 00
Continuous Audit on behalf of the Government of Canada.....		5,416 64		5,416 64
Total.....	345 00	347,007 44	15,100 00	362,452 44
Grand total, Railways.....	35,630,694 97	1,067,412 19	33,415,560 45	70,113,667 61
<i>Miscellaneous.</i>				
War Appropriation, including Halifax Restoration.....		1,196,850 88		1,196,850 88
Cost of Litigation.....		1,211 40		1,211 40
Total.....		1,198,062 28		1,198,062 28

\*Including the working expenses of the New Brunswick &amp; Prince Edward Island Railway.

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## EXPENDITURE on Canals for Year ended March 31, 1918.

Name of Canals.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expen- diture during year.
			Staff.	Repairs.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Carillon and Grenville .....			27,883 96	15,772 85	43,656 81
Chambly.....		1,699 39	40,270 99	35,488 37	77,458 75
Cornwall.....			88,502 06	40,609 29	129,111 35
Lachine.....			102,650 70	129,600 37	232,251 07
Murray.....			7,164 29	3,023 07	10,187 36
Rideau.....	470 00		63,915 39	67,803 81	132,189 20
Sault Ste. Marie.....	5,500 00		28,638 99	22,985 55	57,124 54
Sonlanges.....		998 46	39,483 59	39,316 36	79,798 41
St. Anne's Lock.....		1,384 37	4,240 78	4,007 86	9,633 01
St. Ours Lock.....			4,508 19	3,357 04	7,865 23
St. Peter's.....		44,999 60	5,837 99		50,837 59
Trent.....	602,777 41	14,083 49	57,729 56	44,601 96	719,192 42
Welland.....		27,090 35	234,549 59	109,751 70	371,391 64
Welland Ship.....	1,235,046 59				1,235,046 59
Williamsburg.....			38,481 01	24,013 26	62,494 27
Williamsburg Galops Canal (Ex- chequer Court Award).....	2,226 16				2,226 16
Total.....	1,846,020 16	90,255 66	743,857 09	540,331 49	3,220,464 40
Less—Amount received for Sault Ste. Marie Canal lands sold to the Lake Superior Corporation.....	64,063 09				64,063 09
<i>General on Canals.</i>	1,781,957 07	90,255 66	743,857 09	540,331 49	3,156,401 31
Dredge vessels, Lachine.....				8,748 55	8,748 55
Dredge vessels, Rideau.....				22,848 41	22,848 41
Miscellaneous.....			3,315 19		3,315 19
Statistical Officers.....			38,171 65		38,171 65
Sunday Labour.....			51,854 50		51,854 50
Surveys, Inspections.....		16,615 87			16,615 87
<i>Quebec Canals.</i>					
Maintenance.....			19,920 82		19,920 82
Hungry Bay Dyke.....				2,999 50	2,999 50
<i>Miscellaneous.</i>					
Miscellaneous works not provided for Civil Service Amendment Act gra- tuities to dependents of deceased employees.....		1,279 00			1,279 00
Compassionate allowance to the widow of the late John Bates.....		3,401 75			3,401 75
			2,000 00		2,000 00
Total.....		21,296 62	115,262 16	34,596 46	171,155 24
Grand total.....	1,781,957 07	111,552 28	859,119 25	574,927 95	3,327,556 55

## RECAPITULATION.

	Capital.	Income.	Revenue.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure on railways, including Quebec Bridge and Railway Subsidies.....	35,630,694 97	1,067,412 19	33,415,560 45	70,113,667 61
Expenditure on canals.....	1,781,957 07	111,552 28	1,434,047 20	3,327,556 55
Miscellaneous expenditure.....		1,198,062 28		1,198,062 28
Grand total.....	37,412,652 04	2,377,026 75	34,849,607 65	74,639,286 44

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EXPENDITURE on Canals to March 31, 1918.  
CAPITAL ACCOUNT.

Canal.	Previous Years	1917-18	Total.
	\$ cts	\$ cts.	\$ cts
Banc Verte			
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	4,182,092 96		4,182,092 96
Chambly	780,996 52		780,996 52
Cornwall	7,246,304 21		7,246,304 21
Culbute Lock and Dam	382,391 46		382,391 46
Lachine	14,132,684 80		14,132,684 80
Lake St. Francis	75,906 71		75,906 71
Lake St. Louis	298,176 11		298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,201,804 31	470 00	4,202,274 31
Sault Ste. Marie	4,994,372 51	\$ 58,563 09	4,935,809 42
Soulanges	7,904,044 53		7,904,044 53
St. Anne Lock	1,170,215 63		1,170,215 63
St. Lawrence River and Canals—			
North Channel	1,995,142 87		1,995,142 87
River Reaches	483,830 20		483,830 20
Galops Channel	1,039,895 65		1,039,895 65
St. Ours Lock	127,228 56		127,228 56
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	16,239,383 74	602,777 41	16,842,161 15
Welland	29,399,405 93		29,399,405 93
Welland Ship	13,693,922 99	1,235,046 59	14,928,969 58
Williamsburg	1,334,551 80		1,334,551 80
Farran's Point	877,090 57		877,090 57
Galops	6,141,241 95	2,226 16	6,143,468 11
Rapide Flat	2,159,880 80		2,159,880 80
Total	122,884,348 15	1,781,957 07	124,666,305 22
Canals General	31,966 69		31,966 69
Grand Total	122,919,314 84	1,781,957 07	124,701,271 91

INCOME ACCOUNT.

Banc Verte	41,387 53		41,387 53
Beauharnois	265,810 81		265,810 81
Carillon and Grenville	351,431 74		351,431 74
Chambly	759,571 15	1,699 39	761,273 54
Cornwall	593,652 62		593,652 62
Culbute Lock and Dam	60,923 37		60,923 37
Lachine	1,595,902 70		1,595,902 70
Lake St. Francis	25,043 68		25,043 68
Lake St. Louis			
Murray	101,423 11		101,423 11
Rideau	676,832 22		676,832 22
Sault Ste. Marie	280,098 04		280,098 04
Soulanges	159,067 42	998 46	160,065 88
St. Anne Lock	84,044 81	1,384 37	85,429 18
St. Lawrence River and Canals	128,298 11		128,298 11
St. Ours Lock	174,028 88		174,028 88
St. Peter	661,553 53	44,999 60	706,553 13
Tay	748 65		748 65
Trent	940,786 31	11,083 49	951,869 80
Welland	1,560,396 46	27,090 35	1,587,486 81
Welland Ship			
Williamsburg	299,600 15		299,600 15
Total	8,761,604 32	90,255 66	8,853,859 98
Canals General	645,285 10	21,296 62	666,681 72
Grand Total	9,408,989 42	111,552 28	9,520,541 70

\* Amount received for the sale of land to the Lake Superior Corporation \$ 61,063 00

Less—Amount of Expenditure chargeable to Capital during the fiscal year 5,500 00

Difference credited as above

\$58,563 09

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## MISCELLANEOUS EXPENDITURE for Year ended March 31, 1918.

## REVENUE ACCOUNT—REPAIRS.

Canals	Previous Years.	1917-18.	Total.
	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....			
Beauharnois.....	525,691 23		525,691 23
Carillon and Grenville.....	577,328 91	15,772 85	593,101 76
Chambly.....	943,237 30	35,488 37	978,725 67
Cornwall.....	994,554 14	40,609 29	1,035,163 43
Culbute Lock and Dam.....	7,036 15		7,036 15
Lachine.....	2,107,488 76	129,600 37	2,237,089 13
Murray.....	101,238 17	3,023 07	104,261 24
Rideau.....	1,767,665 34	67,803 81	1,835,469 15
Sault Ste. Marie.....	374,159 17	22,985 55	397,144 72
Soulanges.....	461,949 50	39,316 36	501,265 86
Ste. Anne's Lock.....	142,741 63	4,007 86	146,749 49
St. Lawrence River and Canals.....			
St. Ours Lock.....	101,022 76	3,357 04	104,379 80
St. Peter's.....	36,423 55		36,423 55
Trent.....	721,635 47	44,601 96	766,287 43
Welland.....	3,724,584 86	109,751 70	3,834,336 56
Welland Ship.....			
Williamsburg.....	616,842 78	24,013 26	640,856 04
Total.....	13,203,649 72	540,331 49	13,743,981 21
Canals, General.....	514,257 61	34,596 46	548,854 07
Grand total.....	13,717,907 33	574,927 95	14,292,835 28

## REVENUE ACCOUNT—STAFF.

Beauharnois.....	649,574 89		649,574 89
Carillon and Grenville.....	814,714 16	27,883 96	842,598 12
Chambly.....	982,145 77	40,270 99	1,022,416 76
Cornwall.....	1,641,333 34	88,502 06	1,729,835 40
Culbute Lock and Dam.....	11,507 48		11,507 48
Lachine.....	2,763,340 64	102,650 70	2,865,991 34
Murray.....	139,640 44	7,164 29	146,804 73
Rideau.....	1,727,749 69	63,915 39	1,791,665 08
Sault Ste. Marie.....	425,872 60	28,638 99	454,511 59
Soulanges.....	539,921 10	39,483 59	579,404 69
Ste. Anne's Lock.....	116,005 63	4,240 78	120,246 41
St. Ours Lock.....	118,500 76	4,508 19	123,008 95
St. Peter's.....	116,462 93	5,837 99	122,300 92
Trent.....	575,720 49	57,729 56	633,450 05
Welland.....	4,836,865 31	234,549 59	5,071,414 90
Williamsburg.....	654,578 87	38,481 01	693,059 88
Total.....	16,113,934 10	743,857 09	16,857,791 19
Canals, General.....	1,980,588 75	115,262 16	2,095,850 91
Grand total.....	18,094,522 85	859,119 25	18,953,642 10

## TOTAL Expenditure by Canal to March 31, 1918.

Canals.	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....		44,387 53			44,387 53
Beauharnois.....	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Greenville.....	4,182,092 96	351,431 74	842,598 12	593,101 76	5,969,224 58
Chambly.....	780,996 52	761,273 54	1,022,416 76	978,725 67	3,543,412 49
Cornwall.....	7,246,304 21	593,652 62	1,729,835 40	1,035,163 43	10,604,955 66
Culbute Lock and Dam.....	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Laebine.....	14,132,684 80	1,595,902 70	2,865,991 34	2,237,089 13	20,831,667 97
Lake St. Francis.....	75,906 71	25,013 68			100,950 39
Lake St. Louis.....	298,176 11				298,176 11
Murray.....	1,248,946 71	101,423 11	146,804 73	104,261 24	1,601,435 79
Rideau.....	4,202,274 31	676,832 22	1,791,665 08	1,835,469 15	8,506,240 76
Sault Ste. Marie.....	4,935,809 42	280,098 04	454,511 59	397,144 72	6,067,563 77
Soulanges.....	7,904,044 53	160,065 88	579,404 69	501,265 86	9,144,780 96
Ste. Anne's Lock.....	1,170,215 63	85,429 18	120,246 41	146,749 49	1,522,640 71
St. Lawrence River and Canals-					
North Channel.....	1,995,142 87				
River Reaches.....	483,830 20	128,298 11			3,647,166 83
Galops Channel.....	1,039,895 65				
St. Ours Lock.....	127,228 56	174,028 88	123,008 95	104,379 80	528,616 19
St. Peter's.....	648,547 14	706,553 13	122,300 92	36,423 55	1,513,824 74
Tay.....	489,599 23	748 65			490,347 88
Trent.....	16,842,161 15	954,869 80	633,450 05	766,287 43	19,196,768 43
Welland.....	29,399,405 93	1,587,486 81	5,071,414 90	3,834,336 56	39,892,644 20
Welland Ship.....	14,928,969 58				14,928,969 58
Williamsburg.....	1,334,551 80				
Farran's Point.....	877,090 57	299,600 15	693,059 88	640,856 04	12,148,507 35
Galops.....	6,143,468 11				
Rapide Plat.....	2,159,880 80				
Total.....	124,666,305 22	8,833,859 98	16,857,791 19	13,743,981 21	164,121,937 60
Canals, General.....	34,966 69	666,681 72	2,095,850 91	548,854 07	3,346,353 39
Grand Total.....	124,701,271 91	9,520,541 70	18,953,642 10	14,292,835 28	167,468,290 99

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## RECAPITULATION.

## YEARLY Expenditure on Canals and Revenue received to March 31, 1918.

—	Year ending.	Capital		Income.		Revenue.		Revenue received.	
		\$	cts.	\$	cts.	Staff.	Repairs.		
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation, including Imperial Government expenditure .....		20,593,866	13	98,378	46				
Government expenditure 1868 to 1879 included .....		17,004,842	55	515,196	21	1,830,398	92	1,832,998	61
Govt. expenditure since .....	1880	2,123,366	34			195,039	33	147,167	52
" " .....	1881	2,075,891	65	7,246	69	197,573	62	154,653	63
" " .....	1882	1,593,174	09	55,025	03	224,572	61	187,399	02
" " .....	1883	1,763,001	97	62,503	14	269,415	01	178,617	86
" " .....	1884	1,577,295	42	60,993	99	280,657	29	192,219	38
" " .....	1885	1,504,621	47	58,298	29	280,226	20	201,708	47
" " .....	1886	1,333,324	80	31,984	02	282,323	63	198,251	97
" " .....	1887	1,783,698	16	65,983	06	285,172	62	198,888	84
" " .....	1888	1,033,118	34	120,561	59	292,458	76	201,928	93
" " .....	1889	972,918	43	162,015	49	301,040	23	240,261	36
" " .....	1890	1,026,364	24	146,853	54	290,516	63	176,089	00
" " .....	1891	1,318,092	15	165,843	87	294,562	12	204,768	45
" " .....	1892	1,437,149	30	194,129	61	293,115	58	231,089	54
" " .....	1893	2,069,573	30	196,185	84	291,048	97	204,759	30
" " .....	1894	3,027,164	19	110,512	07	294,446	34	179,630	13
" " .....	1895	2,452,273	65	216,057	58	281,477	04	164,033	71
" " .....	1896	2,255,778	97	85,820	49	292,121	05	209,321	60
" " .....	1897	2,348,636	91	101,205	74	287,970	36	178,385	47
" " .....	1898	3,207,249	79	82,400	55	280,872	44	203,478	86
" " .....	1899	3,899,877	31	82,205	60	280,628	57	202,312	36
" " .....	1900	2,639,564	93	120,653	93	292,609	24	227,626	97
" " .....	1901	2,360,569	89	135,500	57	314,095	04	262,876	07
" " .....	1902	2,114,689	88	213,044	91	317,838	61	263,768	27
" " .....	1903	1,823,273	61	275,103	58	390,281	82	294,113	92
" " .....	1904	1,880,787	20	298,678	23	381,016	82	350,278	54
" " .....	1905	2,071,593	72	352,855	43	431,499	60	401,742	79
" " .....	1906	1,552,121	21	310,716	70	447,962	92	375,889	60
" " .....	1907	887,838	61	254,423	18	329,629	63	287,231	03
" " .....	1908	1,708,156	37	483,250	11	473,638	95	411,660	53
" " .....	1909	1,868,834	45	699,304	73	475,515	04	433,958	10
" " .....	1910	1,650,706	64	459,835	62	515,585	16	491,793	02
" " .....	1911	2,349,474	49	385,534	55	511,305	94	471,530	32
" " .....	1912	2,554,938	91	384,860	73	585,899	54	555,709	95
" " .....	1913	2,255,448	21	292,960	26	605,248	57	535,135	66
" " .....	1914	2,824,536	79	351,397	24	642,844	68	574,038	68
" " .....	1915	5,490,796	03	405,806	32	675,170	67	562,599	27
" " .....	1916	6,142,148	96	348,174	41	697,532	44	529,565	23
" " .....	1917	4,304,589	09	372,102	96	700,022	11	486,167	67
" " .....	1918	1,781,957	07	90,255	66	743,857	09	540,331	49
*Total .....		*124,666,305	22	8,853,859	98	16,857,791	19	13,743,981	21
								17,080,139	54

\*This does not include expenditure which has been charged to Miscellaneous Canals Expenditure but only the amount expended on specific canals.

†Canal tolls abolished this year.

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## CANALS REVENUE received during year ending March 31, 1918.

Collection Division.	Wharfage, Storage, Harbour Dues, etc.		Hydraulic and other Rents.		Total.	
	\$	cts.	\$	cts.	\$	cts.
<i>Welland Canal.</i>				414 00		414 00
Port Colborne.....		55 30		11,099 40		11,154 70
Port Colborne Elevator.....	163,164	82				163,164 82
Port Dalhousie.....		539 09		47,396 60		47,935 69
Totals.....	163,759	21	58,910	00	222,669	21
<i>Welland Ship Canals</i> .....				2,832 50		2,832 50
<i>St. Lawrence Canals—</i>						
Coteau Landing Beauharnois Canal.....				14,818 15		14,818 15
" " Soulanges Canal.....	154	00		3,478 77		3,632 77
Cornwall.....	704	66		13,515 50		14,220 16
Cardinal—Williamsburg Canal.....		10 00		1,650 10		1,660 10
Lachine Canal Montreal.....	11,389	74		128,396 93		139,786 67
" " Lachine.....		606 14				606 14
Totals.....	12,864	54	161,859	45	174,723	99
<i>Chambly Canal</i> .....				636 00		636 00
Chambly.....	4	00		56 00		60 00
St. Johns.....				29 00		29 00
St. Ours Lock.....				60 00		60 00
Totals.....	4	00		781 00		785 00
<i>Ottawa River Canals—</i>						
Carillon & Grenville Canal.....				192 00		192 00
" " Grenville.....	8	00		5 00		13 00
" " Carillon.....				310 00		310 00
Ste. Anne's Lock.....	63	83		152 00		215 83
Chats Falls Canal.....				1 00		1 00
Totals.....	71	83		660 00		731 83
<i>Redoubt Canal</i> .....				1,916 13		1,916 13
Ottawa.....	150	00		3,261 82		3,411 82
Kingston Mills.....				402 00		402 00
Smiths Falls.....	65	00		3,161 70		3,226 70
Totals.....	215	00	8,741	65	8,956	65
<i>St. Peter's Canal</i> .....				7 00		7 00
<i>Murray Canal</i> .....				248 00		248 00
<i>Trent Canal</i> .....		88 00		3,741 04		3,829 04
<i>Small Ste. Marie Canal</i> .....				85 00		85 00
Grand totals.....	177,002	58	237,865	64	414,868	22
Not amount deposited to the credit of the Receiver General.....						414 868 22

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HYDRAULIC AND OTHER RENTS, showing Rent accrued, paid, and balances due March 31, 1918.

Balance due April 1, 1917.	Hydraulic and other rents accrued 1917-18.	Lock House Rents.	Totals.	Canals.	Abatement for overcharges.	Deposited to the credit of the Receiver General.		Balance due March 31, 1918.	Totals.
						Lock House Rents.	Hydraulic Rents, etc.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
57,900 56	64,340 32	414 00	122,654 88	Welland.....	427 76	414 00	58,496 00	63,317 12	122,654 88
645 00	2,955 50	.....	3,600 50	Welland Ship.....	850 00	216 00	2,832 50	768 00	3,600 50
9,260 67	4,210 10	.....	13,686 77	Williamsburg.....	.....	.....	1,434 10	11,186 67	13,686 77
1,425 10	14,025 50	.....	15,450 60	Cornwall.....	.....	.....	13,515 50	1,935 10	15,450 60
5,769 09	14,816 15	.....	20,585 24	Beauharnois.....	.....	.....	14,818 15	5,767 09	20,585 24
30,632 77	136,228 60	294 00	167,065 37	Lachine.....	2,625 88	.....	128,192 93	36,042 56	167,065 37
760 84	126 00	696 00	1,582 84	Chambly.....	.....	204 00	85 00	801 84	1,582 84
6,750 53	7,050 52	1,916 13	15,717 18	Rideau.....	.....	1,916 13	6,825 52	6,975 53	15,717 18
14,465 80	16,780 23	1,263 00	32,509 03	Trent.....	151 00	1,263 00	2,478 04	28,016 99	32,509 03
60 00	85 00	.....	145 00	Sault Ste. Marie.....	.....	.....	85 00	60 00	145 00
21,383 08	643 00	192 00	22,218 08	Carillon and Grenville.....	.....	192 00	315 00	21,711 08	22,218 08
.....	3,136 00	342 77	3,478 77	Soulanges.....	.....	342 77	3,136 00	.....	3,478 77
4 00	32 00	120 00	156 00	Ste. Anne's Lock.....	.....	120 00	32 00	4 00	156 00
1 00	.....	.....	2 00	Chats Falls.....	.....	.....	1 00	1 00	2 00
.....	7 00	.....	7 00	St. Peter's.....	.....	.....	7 00	.....	7 00
3 00	9 00	240 00	252 00	Murray.....	.....	240 00	8 00	4 00	252 00
149,061 44	264,445 92	5,603 90	419,111 26	.....Totals.....	4,054 64	5,603 90	232,261 74	177,190 98	419,111 26

\*Arrears amounting to \$89 have been transferred from Welland Canal to Welland Ship Canal during 1917-18.

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## WELLAND SHIP CANAL.—Amounts expended on Construction.

	Year ending.	Capital.	
		\$	cts.
Expenditure	1914	994,257	60
"	1915	4,074,200	69
"	1916	4,892,105	15
"	1917	3,513,769	82
"	1918	1,235,046	59
Total		14,709,379	85

Expenditure as above	\$14,709,379	85
To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—		
1905-06	\$ 13,231	97
1906-07	10,825	27
1907-08	8,300	34
1908-09	19,993	37
1909-10	9,979	91
1910-11	21,229	35
1911-12	23,138	60
1912-13	112,890	92
	219,589	73
Total cost of Welland Ship Canal to March 31, 1918.	\$14,928,969	58

## HUDSON BAY RAILWAY.—Amounts Expended on Construction.

	Year ending.	Capital.	
		\$	cts.
Government expenditure since Confederation	1909	92,427	83
"	1910	53,042	63
"	1911	184,149	81
"	1912	159,632	00
"	1913	1,099,063	15
"	1914	1,198,717	25
"	1915	4,773,743	00
"	1916	4,889,131	77
"	1917	2,604,279	04
"	1918	1,879,699	00
Total to March 31, 1918		20,233,887	37

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## QUEBEC BRIDGE.—Amounts Expended on Construction.

	Year. ending.	Capital.		Income.	
		\$	cts.	\$	cts.
Government expenditure.....	1909			422,867	12
“ “.....	1910			111,788	02
“ “.....	1911	227,563	40		
“ “.....	1912	603,293	07		
“ “.....	1913	1,512,825	96		
“ “.....	1914	2,604,105	61		
“ “.....	1915	2,816,305	10		
“ “.....	1916	2,746,813	70		
“ “.....	1917	2,733,677	00		
“ “.....	1918	931,278	01		
Total.....		14,175,861	85	534,655	14
Less amount received from the Phoenix Bridge Co., 1910.....				100,000	00
Total to March 31, 1918.....		14,175,861	85	434,655	14
Capital expenditure as above.....				\$14,175,861	85
In this expenditure a total of \$91,183.10 has been credited, being received for the sale of scrap and used material from the collapsed bridge.					
Add amounts paid by the Finance Department not included above:—					
Amount guaranteed by Act of 1903, Chap. 54.....		\$ 6,424,781	00		
Amount paid to the Province of Quebec.....		250,000	00		
Amount paid to City of Quebec.....		300,000	00		
Amount paid to Emile Tanguay, as per Supreme Court award.....		485	20		
				6,975,266	20
				\$21,151,128	05
Less amount received from the Phoenix Bridge Co.....				100,000	00
Agrees with Public Accounts Balance Sheet, 1918.....				\$21,051,128	05
To which add the expenditure under Income, 1909 and 1910.....		\$ 534,655	14		
Add also amount paid for subsidies in 1901, 1902 and 1903.....		374,353	33		
				909,008	47
Total expenditure to date of March 31, 1918.....				\$21,960,136	52

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## EXPENDITURE on the Canadian Government Railways to March 31, 1918.

## CAPITAL ACCOUNT.

Railways.	Previous to 1917-18.		1917-18.		Total.	
	\$	cts.	\$	cts.	\$	cts.
Intercolonial Ry. System as follows:—						
Canada Eastern.....	819,000	00			819,000	00
Cape Breton Ry.....	3,860,679	14			3,860,679	14
Drummond County Ry.....	1,464,000	00			1,464,000	00
Eastern Extension Ry.....	1,324,042	81			1,324,042	81
Intercolonial Ry.....	110,506,304	92	5,860,132	59	116,366,437	51
Montreal & European Short Line.....	333,942	72			333,942	72
Oxford & New Glasgow Ry.....	1,949,063	21			1,949,063	21
Total.....	120,257,032	80	5,860,132	59	126,117,165	39
Canadian Government Railways.....			24,392,985	80	24,392,985	80
aEuropean & North American Ry.....	88,363	18			88,363	18
aNova Scotia Ry.....	208,509	72			208,509	72
International Ry. of New Brunswick.....	7,662	45	5,309	51	13,031	96
Prince Edward Island Ry.....	11,451,124	15	378,433	29	11,829,557	44
New Brunswick & Prince Edward Island Ry.....	270,790	66	120,663	61	391,454	27
Quebec & Saguenay Ry.....	332,254	93	1,371,334	97	1,703,589	90
bHudson Bay Ry.....	18,354,188	37	1,879,699	00	20,233,887	37
National Transcontinental Ry.....	163,797,783	06	690,453	19	164,488,236	85
Annapolis and Digby.....	660,683	09			660,683	09
Canadian Pacific Ry.....	62,789,776	09			62,789,776	09
cCarleton Branch Ry.....	48,410	48			48,410	48
Yukon Territory Works;—Stikine Teslin Ry.....	283,323	55			283,323	55
Governor General's Cars.....	71,538	82			71,538	82
Miscellaneous Expenditure.....	18,000	00	345	00	18,345	00
Total on Railways.....	378,639,441	95	34,699,416	96	413,338,858	91
bQuebec Bridge.....	13,244,583	84	931,278	01	14,175,861	85
Total.....	391,884,025	79	35,630,694	97	427,514,720	76

a Amount paid on this line, between 1868 and 1873, inclusive, was transferred to Consolidated Fund.

b See Special Statement, page 19.

c This Railway which cost \$88,410.48, was sold in 1893 to the City of St. John, N.B., for \$40,000. Vict. Cap. 61.

## EXPENDITURE on the Canadian Government Railways to March 31, 1918.

## INCOME ACCOUNT.

Railways.	Previous to 1917-18.		1917-18.		Total.	
	\$	cts.	\$	cts.	\$	cts.
Annapolis and Digby Ry.....	8,381	82			8,381	82
Intercolonial Ry.....	280,000	00			280,000	00
Miscellaneous expenditure.....	3,680,467	61	347,007	44	4,027,475	05
Total.....	3,968,849	43	347,007	44	4,315,856	87
Quebec Bridge.....	434,655	14			434,655	14
Total.....	4,403,504	57	347,007	44	4,750,512	01

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## EXPENDITURE of the Canadian Government Railways to March 31, 1918.

## REVENUE ACCOUNT—WORKING EXPENSES.

Railways.	Previous to 1917-18.	1917-18.	Total.
	\$ cts.	\$ cts.	\$ cts.
Canadian Pacific Ry.....	318,216 30		318,216 30
Eastern Extension Ry.....	538,094 06		538,094 06
*Intercolonial Ry.....	233,520,007 27	21,090,298 09	254,610,305 36
†New Brunswick and Prince Edward Island Ry.....	209,004 68	†	209,004 68
Intercolonial Ry., Improvements and Betterments.....	2,586,230 21		2,586,230 21
International Ry. of New Brunswick.....	573,464 99	385,508 92	958,973 91
National Transcontinental Ry.....	12,551,052 30	10,660,389 89	23,211,442 19
Prince Edward Island Ry.....	12,989,856 52	1,123,291 12	14,113,147 64
St. John and Quebec Ry.....	213,752 30	140,972 43	354,724 73
Miscellaneous expenditure.....	94,189 97	15,100 00	109,289 97
	263,593,868 60	33,415,560 45	297,009,429 05

\*Including expenditure on the Baie des Chaleurs Railway in 1897, amounting to \$18,679.97.

†Included in Intercolonial Railway Working Expenses.

## REVENUE Received by the Canadian Government Railways to March 31, 1918.

Railways.	Previous to 1917-18.	1917-18.	Total.
	\$ cts.	\$ cts.	\$ cts.
Canadian Pacific Ry.....	396,473 75		396,473 75
Eastern Extension Ry.....	462,465 68		462,465 68
Intercolonial Ry.....	227,936,927 67	18,758,186 41	246,695,114 08
New Brunswick and Prince Edward Island Ry.....	114,170 90		114,170 90
International Ry. of New Brunswick.....	286,771 08	140,900 44	427,671 52
National Transcontinental Ry.....	9,872,786 04	7,621,204 51	17,493,990 55
Prince Edward Island Ry.....	9,178,461 29	656,227 22	9,834,688 51
St. John and Quebec Ry.....	147,242 06	64,438 29	211,680 35
	248,895,298 47	27,240,956 87	275,636,255 34

EXPENDITURE common to both Railways and Canals, including War appropriation, to March 31, 1918.

## INCOME ACCOUNT.

Expenditure previous to 1917-18.....	\$1,387,673 28
Expenditure during 1917-18.....	1,198,062 28
	\$2,585,735 54

EXPENDITURE common to both Railways and Canals to March 31, 1918.

## REVENUE ACCOUNT.

	Total.
Expenditure.....	\$ cts. 69,711 05

## RECAPITULATION—GOVERNMENT RAILWAYS.

## EXPENDITURE and Revenue to March 31, 1918.

—	Year.	Capital.	Revenue.		Revenue received.
			Improvement and Betterments.	Working expenses.	
		\$ ets.	\$ ets.	\$ ets.	\$ ets.
Expenditure prior to Confederation.....		13,881,160 65			
Since Confederation .....	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	2,916,930 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 51	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	11,224,241 54		2,749,710 53	2,624,243 07
"	1886	4,443,220 17		2,819,973 50	2,629,336 35
"	1887	1,846,887 18		3,152,650 10	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	1,181,317 34		3,949,263 73	3,181,888 56
"	1892	417,425 73		3,748,597 77	3,136,393 51
"	1893	712,917 44		3,288,629 62	3,262,505 62
"	1894	585,749 01		3,226,208 13	3,179,019 57
"	1895	376,814 83		3,197,846 17	3,129,450 37
"	1896	324,774 72		3,254,442 61	3,140,678 47
"	1897	204,624 31		3,195,959 58	3,060,074 38
"	1898	270,990 85		3,507,248 88	3,313,847 10
"	1899	1,112,348 47		3,696,612 31	3,940,570 11
"	1900	3,309,130 42		4,665,228 06	4,774,161 87
"	1901	3,922,989 37		5,739,051 54	5,213,381 24
"	1902	5,386,611 24		5,861,099 54	5,918,990 43
"	1903	3,083,680 86		6,474,134 20	6,584,598 77
"	1904	2,619,059 86		7,599,958 57	6,627,255 51
"	1905	6,125,481 79		8,906,151 35	7,050,892 11
"	1906	6,102,565 74		7,893,653 49	7,950,552 07
"	1907	7,174,370 17		7,328,745 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
"	1910	21,505,975 91		9,095,903 96	9,617,963 71
"	1911	24,532,466 18		10,037,878 77	10,249,391 88
"	1912	23,108,805 52		11,074,852 80	11,034,165 83
"	1913	17,375,968 10		12,499,925 65	12,442,203 46
"	1914	21,628,095 15		13,559,225 45	13,394,317 37
"	1915	21,865,663 92		12,471,453 85	12,149,357 32
"	1916	21,155,255 19	1,515,895 57	17,891,484 65	18,427,908 65
"	1917	12,003,649 70	1,070,334 64	24,725,571 90	23,539,758 61
"	1918	31,699,116 96		33,100,460 45	27,240,956 87
Total		*413,360,858 91	2,586,230 21	291,313,908 87	275,636,255 34

Total amount of capital expenditure, construction

\$ 413,360,858 91

Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway

40,000 00

Net amount of capital expenditure

\$ 413,320,858 91

\* Amount paid for Quebec Bridge not included.

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TOTAL EXPENDITURE and Revenue of the Department of Railways and Canals  
prior to and since Confederation to March 31, 1918.

	\$	cts.	\$	cts.
TOTAL EXPENDITURE.....			975,236,219	62
Expenditure on Railways.....	714,664,144	83		
"  Quebec Bridge.....	14,610,516	99		
"  Railway subsidies.....	75,837,820	22		
"  Canals.....	167,468,290	99		
"  Miscellaneous.....	2,655,446	59		
Total expenditure.....			975,236,219	62
CLASSIFICATION OF EXPENDITURE IN GENERAL—				
Capital account.....	552,215,992	67		
Revenue account.....	330,325,617	48		
Income account.....	16,856,789	25		
Consolidated fund—Railway subsidies, pages 21 to 28.....	75,837,820	22		
			975,236,219	62
CLASSIFICATION OF EXPENDITURE IN DETAIL—				
Railways—				
Capital—See page 16.....	413,338,858	91		
Income—See page 16.....	4,315,856	87		
Revenue—See page 17.....	297,009,429	05		
			714,664,144	83
Quebec Bridge—				
Capital—See page 15.....	14,175,861	85		
Income—See page 15.....	434,655	14		
			14,610,516	99
Railway Subsidies—See pages 21 to 28.....			75,837,820	22
Total on railways \$805,112,482.04				
Canals—				
Capital—See pages 10 and 11.....	124,701,271	91		
Income—See pages 10 and 11.....	9,520,541	70		
Revenue—See pages 10 and 11.....				
"  Staff.....	\$18,953,642	10		
"  Repairs.....	14,292,835	28	33,246,477	38
			167,468,290	99
Miscellaneous Expenditure—				
Income—See page 17.....	2,585,735	54		
Revenue—See page 17.....	69,711	05		
			2,655,446	59
Total expenditure.....			975,236,219	62
CLASSIFICATION OF EXPENDITURE INTO CAPITAL AND CONSOLIDATED FUND—				
Railways—				
Capital—Including Quebec bridge.....	427,511,720	76		
Consolidated Fund (Income and Revenue) Railway Subsidies, etc.....	377,597,761	28		
			805,112,482	04
Canals—				
Capital.....	124,701,271	91		
Consolidated Fund (Income and Revenue).....	42,767,019	08		
			167,468,290	99
General Expenditure—				
Consolidated Fund (Income and Revenue).....			2,655,446	59
Total expenditure.....			975,236,219	62
TOTAL REVENUE RECEIVED from July, 1 1867, to March 31, 1918—				
Railways—See page 18.....	275,636,255	34		
Canals—See page 11.....	17,080,139	54		
Total revenue.....			292,716,394	88

**RAILWAY AND BRIDGE SUBSIDY STATEMENTS**

- I.—*Statement showing the Railway Subsidies paid during the year ending March 31, 1918.*
- II.—*Statement of Railway and Bridge Subsidies paid from July 1, 1883, to March 31, 1918.*

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## RAILWAY SUBSIDIES PAID DURING YEAR ENDING MARCH 31, 1918.

1917.	Name of Railway.	Amount.	
		\$ cts.	\$ cts.
Aug. 24—	Canadian Northern Ontario Railway Co.— Act 1913, Cap. 10. Payment on account of amount withheld from subsidy payment on 894.48 miles from Ottawa to Port Arthur.....	40,042 56	
Dec. 5—	Do. Further payment on same.....	15,000 00	
		55,042 56	
Aug. 29—	Canadian Northern Ontario Railway Co.— Act 1913, Cap. 10. Payment of amount withheld from subsidy on 214.57 miles, from Toronto to Ottawa.....	25,920 81	80,963 37
Nov. 28—	Canadian Northern Pacific Railway Co.— Act 1912, Cap. 9. Payment of subsidy on 498.96 miles from a point at Yellow Head Pass to the eastern end of the Bridge crossing the Fraser River at New Westminster.....		338,393 63
Oct. 9—	St. John and Quebec Railway Co.— Sub Act, 1916, Cap. 23, Part II, Sec. 6. Payment of subsidy on line from Andover to Grand Falls.....	278,716 81	
1918.	Jan. 29—	Further payment on same.....	7,200 00
			285,916 81
1917.	Aug. 29—	Quebec, Montreal and Southern Railway Co.— Yamaska to point in Lotbinière Co., 70 miles. Exchequer Court award dated May 7, 1916, for amount subsidy due to the Quebec and Southern Railway. Award..... \$26,765.64 Costs and interests..... 10,201 19	36,966 64
1917.	Sept. 20—	Less refund from the Canadian Government Railways, for amount withheld from subsidy due to the Quebec and Southern Railway and paid to the Intercolonial Railway during 1911-1912.....	22,335 70
			14,630 94
	Total.....		720,404 75

STATEMENT showing Subsidies paid to March 31, 1918.

Subsidies Voted.		Number	Railways.					Total to March 31, 1918.
Authority.	Amount.		July 1, 1883, to March 31, 1915.	1915-16.	1916-17.	1917-18.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
47 Vic., chap. 8	51,200 00	1	50,460 00				50,460 00	
52 " " " 3	—	2	329,480 00	75,000 00			404,480 00	
3-4 Geo. V, chap. 46	—	3	2,048,704 00				2,048,704 00	
62-3 Vic., chap. 7	—	4	547,618 00				547,618 00	
62-4 " " " 8	—	5	4163,418 19				4163,418 19	
1 Ed. VII, chap. 7	—	6	3,732,000 00				3,732,000 00	
9-10 " " " 51	—	7	902,800 00				902,800 00	
37 Vic., chap. 14	86,500 annually for 20 years.	8	620,000 00				620,000 00	
6 Ed. VII, chap. 43	—	9	141,722 45				141,722 45	
9-10 " " " 51	—	10	62,400 00				62,400 00	
46 Vic., chap. 25	—	11	21,888 00				21,888 00	
47 " " " 8	320,000 00	12	57,600 00				57,600 00	
47 " " " 8	300,000 00	13	110,800 00				110,800 00	
52 " " " 3	—	14	53,920 00				53,920 00	
50-1 Vic., chap. 27	62,400 00	15	101,600 00				101,600 00	
56 " " " 4	—	16	282,355 20				282,355 20	
48-0 " " " 54	22,400 00							
49 " " " 19	57,600 00							
50-1 " " " 24	128,000 00							
57-8 " " " 4	64,000 00							
48-0 " " " 54	—							
48-9 " " " 59	96,000 00							
49 " " " 10	6,400 00							
50-1 " " " 24	96,000 00							
47 " " " 8	38,400 00							
48-0 " " " 54	180,000 00							
49 " " " 10	128,000 00							
50-1 " " " 24	19,200 00							
47 " " " 8	32,000 00							
48-0 " " " 54	—							
49 " " " 10	6,400 00							
50-1 " " " 24	96,000 00							
47 " " " 8	38,400 00							
48-0 " " " 54	180,000 00							
49 " " " 10	128,000 00							
50-1 " " " 24	19,200 00							
47 " " " 8	32,000 00							
48-0 " " " 54	—							
49 " " " 10	6,400 00							
50-1 " " " 24	96,000 00							
47 " " " 8	38,400 00							
48-0 " " " 54	180,000 00							
49 " " " 10	128,000 00							
50-1 " " " 24	19,200 00							
47 " " " 8	32,000 00							
48-0 " " " 54	—							
49 " " " 10	6,400 00							
50-1 " " " 24	96,000 00							
47 " " " 8	38,400 00							
48-0 " " " 54	180,000 00							
49 " " " 10	128,000 00							
50-1 " " " 24	19,200 00							
47 " " " 8	32,000 00							
48-0 " " " 54	—							
49 " " " 10	6,400 00							
50-1 " " " 24	96,000 00							
47 " " " 8	38,400 00							
48-0 " " " 54	180,000 00							
49 " " " 10	128,000 00							
50-1 " " " 24	19,200 00							
47 " " " 8	32,000 00							
48-0 " " " 54	—							
49 " " " 10	6,400 00							
50-1 " " " 24	96,000 00							
47 " " " 8	38,400 00							
48-0 " " " 54	180,000 00							
49 " " " 10	128,000 00							
50-1 " " " 24	19,200 00							
47 " " " 8	32,000 00							
48-0 " " " 54	—							
49 " " " 10	6,400 00							
50-1 " " " 24	96,000 00							
47 " " " 8	38,400 00							
48-0 " " " 54	180,000 00							
49 " " " 10	128,000 00							
50-1 " " " 24	19,200 00							
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49 " " " 10	128,000 00							
50-1 " " " 24	19,200 00		</					

SESSIONAL PAPER No. 20

48-9	"	59	24,439 84	17 Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry.	374,839 84			374,839 81
51	"	3	140,800 00					
57-8	"	4	35,200 00					
62-3	"	7	—					
7-8 Ed. VII, e.	63		32,000 00					
47 Vic., chap.	10		57,600 00					
49	"	3	22,400 00					
52	"	2	48,000 00					
53	"	2	47,000 00					
56	"	2	70,400 00					
57-8	"	4	—					
7-8 Ed. VII, e.	63		—					
2 Geo. V, chap.	7		—					
3-4 Ed. VII, c.	40		—					
6-7 Ed. VII, c.	40		—					
7-8	"	63	—					
2 Geo. V, chap.	9		—					
60-61 Vic., chap.	5		3,630,000 00	20 Canadian Northern Alberta Ry. Co., Alberta.	3,094,104 00	495,604 83	358,180 41	3,094,104 00
2 Geo. V, chap.	48		—	21 Canadian Northern Ontario Ry. Co.	13,532,977 27			13,532,977 27
3-4	"	46	—	22 Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories	1,909,132 00			1,909,132 00
7-8 Ed. VII, c.	63		—	23 Canadian Northern Pacific Ry. Co., British Columbia and Northern Ry., Quebec	5,403,736 80	244,889 57		5,957,520 00
2 Geo. V, chap.	48		—	24 Canadian Northern Pacific Ry. Co., formerly Chateaugay and Northern Ry., Quebec	391,819 75			391,819 75
55-6 Vic., chap.	5		80,000 00	25 Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass)	3,401,720 00			3,401,720 00
4 Ed. VII, chap.	34		—	26 Canadian Pacific Ry. Co. (Dymont Branch)	22,336 00			22,336 00
6	"	43	—	27 Canadian Pacific Ry., Bridge at Edmonton, Alberta	126,000 00			126,000 00
7-8 Ed. VII, c.	63		—	28 Canadian Pacific Ry., Gimli to Ickandrie River Bridge	80,032 00	80,032 00		80,032 00
2 Geo. V, chap.	48		—	29 Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866 00			153,866 00
55-6 Vic., chap.	5		—	30 Can. Pac. Ry. Co. (Moosojaw northwesterly)	485,474 27			485,474 27
4 Ed. VII, chap.	34		—	31 Can. Pac. Ry. Co. Bridge at Outlook	115,000 00			115,000 00
6	"	43	—	32 Can. Pac. Ry. Co. (Pheasant Hills Branch)	435,200 00			435,200 00
7-8 Ed. VII, c.	63		—	33 Can. Pac. Ry. Co. (Pipestone Branch)	160,000 00			160,000 00
48-9 Vic., chap.	58		—	34 Can. Pac. Ry. Co., B. C., Revelstoke to Arrow Lake	80,000 00			80,000 00
57-8	"	4	—	35 Can. Pac. Ry. Co. (Selkirk Branch)	83,200 00			83,200 00
46 Vic., chap.	25		115,200 00	36 Can. Pac. Ry. Co. (Staynerville Branch)	13,024 00			13,024 00
47	"	8	76,860 00	37 Can. Pac. Ry. Co., Teulon to Ickandrie River	112,000 00			112,000 00
50-1	"	24	32,000 00	38 Can. Pac. Ry. Co. (Waskada Branch)	64,000 00			64,000 00
51	"	3	—	39 Can. Pac. Ry., Winnipeg to Gimli, Man.	34,522 43			34,522 43
52	"	3	—	40 Canadian Pacific Extension	1,500,000 00			1,500,000 00
53	"	2	142,400 00	41 Cap de la Madeleine Railway, Quebec	7,424 00			7,424 00
57-8	"	4	48,000 00	42 Cape Breton Extension Railway, Nova Scotia	196,800 00			196,800 00
61	"	1	—	43 Caraquet Railway, New Brunswick	221,000 00			221,000 00
62-3	"	1	83,612 00	44 Central Railway, New Brunswick	226,012 54			226,012 54
			1,500,000 00					
			115,200 00					
			76,860 00					
			32,000 00					
			83,612 00					
			142,400 00					
			48,000 00					

STATEMENT showing Subsidies paid to March 31, 1918.—Continued.

9 GEORGE V. A. 1919

Subsidies Voted		Number	Railway*	July 1, 1883, to March 31, 1915.		1915-16		1916-17		1917-18		Total to March 31, 1918.	
Authority	Amount			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
2-F-1, VII, chap. 48	—	45	Central Railway of Canada, Quebec, now (1918) Canadian Northern Ry.	—	—	30,145	02	—	—	—	—	30,145	02
46 Vic., chap. 7	1,525,250 00	46	Central Canada Railway	—	—	1,525,250	00	—	—	—	—	1,525,250	00
6-7 Ed. VII., c. 10	—	47	Central Ontario Railway Co., Ontario, now (1918) Canadian Northern Ry.	—	—	205,862	79	—	—	—	—	205,862	79
—	—	48	Coast Line of Nova Scotia, now Halifax and Yarmouth Ry., now (1918) Canadian Northern Ry.	—	—	160,000	00	—	—	—	—	160,000	00
6-F-1, VII, chap. 43	—	49	Colchester Coal and Railway Co., Nova Scotia	—	—	12,800	00	—	—	—	—	12,800	00
53 Vic., chap. 2	112,000 00	50	Columbia and Kootenay, Ry. Co., British Columbia	—	—	88,800	00	—	—	—	—	88,800	00
50-1 " " 24	44,800 00	51	Cornwallis Valley Railway Co., Nova Scotia	—	—	41,800	00	—	—	—	—	41,800	00
52-1 " " 31	—	52	Cumberland Railway and Coal Co., Nova Scotia	—	—	39,850	00	—	—	—	—	39,850	00
5-6 " " 3	89,000 00	53	Domion Coal Company, Nova Scotia	—	—	87,808	00	—	—	—	—	87,808	00
50-1 " " 24	22,400 00	54	Donnon Laine Company, Quebec	—	—	17,300	00	—	—	—	—	17,300	00
50-1 " " 24	96,000 00	55	Drummond County Railway, Quebec	—	—	—	—	—	—	—	—	—	—
52 " " 3	14,400 00	55	Drummond County Railway, Quebec	—	—	433,936	00	—	—	—	—	433,936	00
51 " " 2	76,800 00	55	Drummond County Railway, Quebec	—	—	—	—	—	—	—	—	—	—
51-8 " " 1	96,000 00	55	Drummond County Railway, Quebec	—	—	—	—	—	—	—	—	—	—
3-4 Geo. V, chap. 46	—	56	East Richelieu Valley Railway Co., Quebec (Quebec, Montreal and Southern Ry.)	—	—	69,952	00	—	—	—	—	69,952	00
6-7 Ed. VII., c. 40	—	57	Edmonton, Dunvegan and British Columbia Railway, Alberta	—	—	—	—	—	—	125,202	81	125,202	81
46 Vic., chap. 25	38,400 00	58	Edmonton, Yukon and Pacific Railway Co., Alberta, now (1918) Canadian Northern Ry.	—	—	91,200	00	—	—	—	—	91,200	00
47 " " 8	41,252 82	59	Elgin, Peticodiac and Havelock Railway, N.B.	—	—	82,652	82	—	—	—	—	82,652	82
47 " " 8	96,000 00	60	Erie and Huron Railway, Ontario	—	—	96,000	00	—	—	—	—	96,000	00
47 " " 6	750,000 00	61	Esquimault and Nanaimo Railway, British Columbia	—	—	1,520,560	00	—	—	—	—	1,520,560	00
2 Geo. V, chap. 48	—	62	Fredericton and Grand Lake Railway Co., New Brunswick	—	—	216,576	00	—	—	—	—	216,576	00
52 Vic., chap. 5	30,000 00	63	Fredericton and St. Mary's Ry. Bridge Co., New Brunswick	—	—	30,000	00	—	—	—	—	30,000	00
60-61 " " 1	500,000 00	64	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec	—	—	500,000	00	—	—	—	—	500,000	00
61 " " 3	—	65	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec	—	—	—	—	—	—	—	—	—	—
56 " " 2	48,000 00	65	Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario	—	—	39,744	00	—	—	—	—	39,744	00
7-8 Ed. VII., c. 63	—	66	Grand Trunk Pacific Ry. Co., Ontario	—	—	1,230,480	00	—	—	—	—	1,230,480	00

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49 Vic., chap. 10	32,000 00	67	Great Eastern Railway, Quebec.....	10,315 00	40,315 00
50-1 " " 24	96,000 00	68	Quepich Junction Railway, Ontario.....	46,000 00	46,000 00
50-2 " " 9	64,000 00	69	Gulf Shore Railway Company, New Brunswick.....	53,699 20	53,699 20
50-3 " " 2	37,500 00	69 1/2	Has-Has-Bay Railway Co., Quebec.....	231,226 20	231,402 00
50-4 " " 24	51,200 00	70	Halifax and Southwestern Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.....	1,238,450 93	1,238,450 93
50-5 " " 4	—	71	Harvey Branch Railway Co., New Brunswick.....	5,553 57	5,553 57
50-6 " " 25	156,800 00	72	Hereford Railway, Quebec.....	155,200 00	155,200 00
50-7 " " 2	—	73	International Railway, Quebec.....	156,800 00	156,800 00
50-8 " " 2	—	74	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co., now (1918) Canadian Northern Ry.....	725,287 47	725,287 47
50-9 " " 3	—	75	Inverness Railway and Coal Co., now (1918) Canadian Northern Ry.....	368,545 97	368,545 97
50-10 " " 24	160,000 00	76	Irondale, Baneroff and Ottawa Railway, Ontario, now (1918) Canadian Northern Ry.....	144,000 00	144,000 00
50-11 " " 10	38,400 00	77	Joggins Railway, Nova Scotia.....	37,500 00	37,500 00
50-12 " " 24	4,000 00	78	Kettle Valley Ry. Co., British Columbia.....	1,416,596 80	1,416,596 80
50-13 " " 24	89,600 00	79	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario, now (1918) Canadian Northern Ry.....	208,732 80	208,732 80
50-14 " " 10	70,000 00	80	Kingston and Pembroke Ry., Ontario.....	48,000 00	48,000 00
50-15 " " 24	12,800 00	81	Klondike Mines Railway.....	197,184 00	197,184 00
50-16 " " 3	32,000 00	82	Kootenay Central Ry. Co., British Columbia.....	1,055,856 00	1,055,856 00
50-17 " " 5	64,000 00	83	Lake Erie and Detroit River Railway, Ontario.....	475,851 00	475,851 00
50-18 " " 5	48,000 00	84	Lake Erie and Northern Ry. Co., Ontario.....	135,129 60	135,129 60
50-19 " " 4	118,400 00	85	Lake Témiscamoug Colonization Ry., Quebec.....	310,335 95	310,335 95
50-20 " " 4	224,000 00	86	L'Assomption Railway, Quebec.....	11,209 00	11,209 00
50-21 " " 4	65,200 00	87	Laurentian Railway, now (1918) Canadian Northern Ry.....	217,600 00	217,600 00
50-22 " " 10	274,940 00	88	Leamington and St. Clair Ry., Ontario.....	51,200 00	51,200 00
50-23 " " 21	11,200 00	89	Liverpool and Milton Ry. now (1918) Canadian Northern Ry.....	32,000 00	32,000 00
50-24 " " 21	217,600 00	90	Lindsay, Robeygon, Pontypool Ry. Co., Ontario.....	185,173 06	185,173 06
50-25 " " 50	44,800 00	91	Lotbinière and Mégantic Railway, Quebec.....	96,000 00	96,000 00
50-26 " " 24	6,100 00	92	Magnetawan River Railway Co., Ontario.....	3,552 00	3,552 00
50-27 " " 4	—	93	Maritime Coal and Railway Co.....	3,200 00	3,200 00
50-28 " " 24	—	94	Massawippi Valley Railway Co., Quebec.....	5,376 00	5,376 00
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STATEMENT showing Subsidies paid to March 31, 1918.—Continued.

Subsidies Voted.		Number.	Railways.	Total to March 31, 1918.				
Authority.	Amount.			July 1, 1883, to March 31, 1915.	1915-16.	1916-17.	1917-18.	
	\$		\$	\$	\$	\$	\$	
	cts.		cts.	cts.	cts.	cts.	cts.	
3 Ed. VII, chap. 57	—	95	Midland Railway Co., Nova Scotia.....	399,060 40			399,060 40	
36 Vic., chap. 2	—	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now (1918) Canadian Northern Ry..	125,760 00			125,760 00	
57-8	—	97	Minidie Coal Co., Nova Scotia.....	18,544 00			18,544 00	
60-1	—	98	Montfort Colonization Railway, Quebec, now (1918) Canadian Northern Ry.	167,440 00			167,440 00	
48-9	—	99	Montreal and Champlain Junction Railway, Quebec....	103,600 00			103,600 00	
50-1	—	100	Montreal and Lako Mns-kinongé Railway, Quebec....	41,280 00			41,280 00	
51	—	101	Montreal and Ottawa Railway, Ontario.....	192,000 00			192,000 00	
53	—	102	Montreal and Province Line Railway, Quebec	58,560 00			58,560 00	
54-5	—	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.)	93,757 57			93,757 57	
1 Ed. VII, chap. 7	—	104	Montreal and Western Railway, Quebec	361,270 00			361,270 00	
48-9	—	105	Nakusp and Slooan Railway, British Columbia	117,760 00			117,760 00	
53 Vic., chap. 2	—	106	Napierville Junction Railway Co., Quebec	173,440 00			173,440 00	
57-8	—	107	New Brunswick Coal and Railway Co., New Brunswick	48,000 00			48,000 00	
6 Ed. VII, chap. 43	—	108	New Brunswick and Prince Edward Island Railway	113,440 00			113,440 00	
48-9 Vic., chap. 59	—	109	New Glasgow Iron, Coal and Railway Co., Nova Scotia	39,840 00			39,840 00	
55-6	—	110	Nicola, Kamloops and Similkameen Coal Railway Co.	300,800 00			300,800 00	
Ed. VII, chap. 57	—	111	North Shore Railway Co., formerly Beersville Coal and Railway Co.	27,616 00			27,616 00	
7-8	—	112	Northern Colonization Railway Co., Quebec	355,200 00			355,200 00	
2 Geo. V., chap. 47	—	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick	108,160 00			108,160 00	
3-4	—	114	Northern and Pacific Junction Railway, Ontario	1,320,000 00			1,320,000 00	
46	—	115	Nova Scotia Central Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.	235,200 00			235,200 00	
53	—	116	Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. & Mining Co.) now (1918) Canadian Northern Ry.	30,720 00			30,720 00	
55-6	—							
61	—							
56	—							

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Page	Section	Description	1917	1918	1919
53	3 Ed. VII, chap. 21	117 Orford Mountain Railway Company, Quebec	99,200 00	117,000 00	202,926 50
54	3 Ed. VII, chap. 21	118 Oshawa Railway and Navigation Co., Ontario	22,400 00	22,400 00	22,400 00
55-6	3 Ed. VII, chap. 21	119 Ottawa, Arnprior and Parry Sound Ry., Ontario	—	779,712 00	779,712 00
57-8	3 Ed. VII, chap. 21	120 Ottawa and New York Railway Company, Ontario	320,000 00	262,381 00	262,381 00
59-1	2 Vic., chap. 3	121 Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	64,000 00	111,931 20	114,931 20
52	3 Ed. VII, chap. 21	122 Parry Sound and Colonization Railway, Ontario	128,000 00	152,800 00	152,800 00
57-8	3 Ed. VII, chap. 21	123 Pembroke Southern Railway, Ontario	—	64,000 00	64,000 00
55-6 Vic., chap. 5	3 Ed. VII, chap. 21	124 Phillipsburg Junction Ry. Quarry Co., Quebec	272,000 00	23,712 00	23,712 00
47	3 Ed. VII, chap. 21	125 Pontiac Pacific Junction Railway, Quebec	41,000 00	193,578 00	193,578 00
51	3 Ed. VII, chap. 21	126 Pontiac Pacific and Ottawa & Gatineau Ry. Co. (Inter-provincial Bridge over Ottawa River)	24,000 00	212,500 00	212,500 00
53	3 Ed. VII, chap. 21	127 Pontiac and Renfrew Railway, Ontario	212,500 00	13,600 00	13,600 00
60-1	3 Ed. VII, chap. 21	128 Port Arthur, Duluth and Western Ry., Ontario, now (1918) Canadian Northern Ry.	19,200 00	271,200 00	271,200 00
63-4	3 Ed. VII, chap. 21	129 Quebec Bridge Co., Quebec	267,200 00	374,353 33	374,353 33
52	3 Ed. VII, chap. 21	1,000,000 00	—	—	—
62-3	3 Ed. VII, chap. 21	130 Quebec Central Ry., Quebec	60,342 00	43,161 60	585,038 90
63-4	3 Ed. VII, chap. 21	131 Quebec and Lake St. John Railway, Quebec, now (1918) Canadian Northern Ry.	288,000 00	541,877 30	1,261,463 50
47	3 Ed. VII, chap. 21	132 Quebec, Montmorency and Charlevoix Railway Co., Quebec	—	—	96,000 00
51	3 Ed. VII, chap. 21	133 Quebec, Montreal and Southern Railway Co.—See South Shore Ry., Quebec	—	—	248,801 28
53	3 Ed. VII, chap. 21	134 Schomberg and Aurora Railway Co., Quebec	—	36,144 00	46,144 00
7-8 Ed. VII, c. 63	3 Ed. VII, chap. 21	135 Shawap and Okanagan Railway, British Columbia	384,000 00	163,200 00	163,200 00
45 Vic., chap. 25	3 Ed. VII, chap. 21	136 Southampton Railway Co., New Brunswick	80,000 00	81,280 00	81,280 00
46	3 Ed. VII, chap. 21	137 South Norfolk Railway, Ontario	96,000 00	51,400 00	51,400 00
48-49	3 Ed. VII, chap. 21	138 South Shore Railway (Quebec, Montreal and Southern) Quebec	186,293 00	—	—
50-1	3 Ed. VII, chap. 21	139 St. Catharines and Niagara Central Railway, Ontario	28,800 00	514,811 06	529,442 00
51	3 Ed. VII, chap. 21	140 St. Clair Frontier Tunnel Co., Ontario	96,000 00	—	—
52	3 Ed. VII, chap. 21	108,000 00	108,000 00	38,400 00	38,400 00
53	3 Ed. VII, chap. 21	375,000 00	375,000 00	375,000 00	375,000 00
54-5	3 Ed. VII, chap. 21	1,261,463 50	—	—	—
57-8	3 Ed. VII, chap. 21	96,000 00	—	—	—
52 Vic., chap. 3	3 Ed. VII, chap. 21	248,801 28	—	—	—
52	3 Ed. VII, chap. 21	36,144 00	—	—	—
57-8	3 Ed. VII, chap. 21	163,200 00	—	—	—
52	3 Ed. VII, chap. 21	81,280 00	—	—	—
57-8	3 Ed. VII, chap. 21	51,400 00	—	—	—
52 Vic., chap. 3	3 Ed. VII, chap. 21	514,811 06	—	—	—
56	3 Ed. VII, chap. 21	38,400 00	—	—	—
7-8 Ed. VII, c. 63	3 Ed. VII, chap. 21	375,000 00	—	—	—



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## APPENDIX II

## CANADIAN GOVERNMENT RAILWAYS.

REPORT OF C. A. HAYES, GENERAL MANAGER, FOR YEAR  
ENDED MARCH 31, 1918.

## INTERCOLONIAL RAILWAY DIVISION.

## CAPITAL ACCOUNT.

The cost of the road and equipment, on March 31, 1917, was.....	\$ 120,257,032 80
The additional expenditures during the year were.....	4,840,132 59
Purchase of steamers <i>Drummond</i> and <i>McKee</i> .....	1,020,000 00      5,860,132 54
<b>Making the total cost to March 31, 1918.....</b>	<b>\$ 126,117,165 39</b>
The gross earnings and working expenses for the year compare as follows—	
Gross earnings—I.C.R. Rail Account.....	18,511,192 24
Water Account.....	246,994 17
	<b>\$ 18,758,186 41</b>
 Working expenses, I.C.R. Rail Account.....	\$20,908,745 12
Water Account.....	177,660 37
	<b>\$21,086,405 49</b>
N.B. and P.E.I. Ry. (Interest on purchase price)....	2,692 60
Vale Railway (rental).....	1,200 00
	<b>21,090,298 09</b>
 Working expenses over gross earnings, deficiency.....	<b>2,332,111 68</b>

## REVENUE.

The gross earnings, including water line, compare as follows with those of the previous year:—	
1916-17 (Water Line, \$197,200.58).....	\$ 16,767,386 89
1917-18 (      "      246,994.17).....	18,758,186 41
Increase.....	<b>\$ 1,990,799 52</b>
The earnings from passenger traffic (rail) compare as follows—	
1916-17.....	\$ 5,587,666 53
1917-18.....	5,581,215 06
Decrease.....	<b>\$ 6,451 47</b>
The earnings from freight traffic, including water line, compare as follows:—	
1916-17 (Water Line, \$197,200.58).....	\$ 10,743,137 93
1917-18 (      "      246,994.17).....	12,650,720 19
Increase.....	<b>\$ 1,907,582 26</b>
Miscellaneous earnings, including mails and express, compare as follows:—	
1916-17.....	\$ 436,582 43
1917-18.....	526,251 16
Increase.....	<b>\$ 89,668 73</b>
The rail earnings per mile of railway, compare as follows:—	
1916-17.....	\$ 10,913 00
1917-18.....	11,840 04
Increase.....	<b>\$ 927 04</b>

The earnings per train mile compare as follows:—

1916-17.....	\$	1 94
1917-18.....		2 18

The number of passengers carried compare as follows:—

1916-17.....	4,537,454
1917-18.....	4,578,783
Increase.....	41,329

The weight of revenue-producing freight compares as follows:—

1916-17.....	6,770,224
1917-18.....	7,837,310
Increase.....	1,067,086

A number of statements which give detailed information are appended to this report.

#### WORKING EXPENSES.

1916-17 (Water Line, \$123,969 74).....	\$	15,652,157 78
1917-18 ( " " 246,994 17).....		21,090,298 09
Increase.....	\$	5,438,140 31

The averages, not including Water Line, compare with those of last year as follows:—

Per mile run by engine in 1916-17.....	\$	1.39
" " " " 1917-18.....		1.85
" " train " 1916-17.....		1.81
" " " " 1917-18.....		2.47

The working expenses per mile of railway:—

1916-17.....	\$	10,226 75
1917-18.....		13,376 04

The mileage of the railway for the year 1917-18 was 1,527.39 miles (including Vale Railway 5.95 miles).

On December 6, 1917, great destruction and damage was done to the railway property by the explosion at Halifax. Full details are given in the reports of Mr. C. B. Brown.

During the year ended March 31, 1918, 413,087 ordinary ties were put in the track; 154.87 miles of track ballasted, and a total of 62.23 miles of ditching completed to provide better drainage for the roadbed; 4.16 miles of passing sidings, 7.34 miles of additional business sidings and 2.63 miles of private sidings were provided. Bridges, culverts, wharves, fences, and buildings were repaired, and 56.76 miles of standard woven-wire fence erected.

#### STORES.

The value of general stores the Canadian Government Railways carried over from the previous year was.....	\$	4,818,102 74
The value of stores purchased and charges from other departments was \$.....		19,447,750 08
Total of.....	\$	24,265,832 82
The value of stores used and sold.....		18,060,923 37
Balance of general stores on hand, March 31, 1918.....	\$	6,205,809 45

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## PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1917-18 was 276.23 miles. The gauge is 3 feet 6 inches.

The cost of road and equipment, March 31, 1917, was.....	\$	11,451,124	15
The expenditure during year 1917-18 was.....		378,433	29
Making a total cost on March 31, 1918, of.....	\$	11,829,557	44
Gross earnings (including Water Line, \$177,683.04).....	\$	656,227	22
Working expenses (    "    "    221,209.17).....		1,123,291	12
Deficiency.....	\$	467,063	90
The gross earnings compare with the previous year as follows:—			
1916-17.....	\$	630,045	69
1917-18.....		656,227	22
Increase.....	\$	26,181	53
The working expenses compare with the previous year as follows:—			
1916-17.....	\$	833,853	02
1917-18.....		1,123,291	12
Increase.....	\$	289,438	10

The necessary work to maintain the railway in a state of efficiency, the renewing of the track and switch ties, and ballasting of several miles of track, has been carried out.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

The cost of road and equipment, March 31, 1917, was.....	\$	270,790	66
The expenditure during the year 1917-18 was.....		120,663	61
Making a total cost on March 31, 1918, of.....	\$	391,454	27
An amount of \$2,692.60 was paid as interest on purchase price.			
The mileage of the railway in 1917-18 is 36.05 miles.			

## INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

The expenditure on road and equipment, March 31, 1917, was.....	\$	7,662	45
The expenditure during the year 1917-18 was.....		5,369	51
Making a total cost on March 31, 1918, of.....	\$	13,031	96
Gross earnings and working expenses to March 31, 1918, compare as follows:—			
Gross earnings.....		140,900	44
Working expenses (including \$90,000 interest charges).....		385,508	92
Deficiency.....	\$	244,608	48

The mileage of the railway, 1917-18, is 111.30 miles.

## VALE RAILWAY.

The Vale Railway, running from New Glasgow to Thorburn, N.S., a mileage of 5.95 miles, was leased May 31, 1916, from the Acadia Coal Company, at an annual rental of \$1,200.

## NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Winnipeg and is 2,002.92 miles in length, which includes the Grand Trunk Pacific Branch Line from Fort William to Lake Superior Junction (191.75 miles).

The cost of the National Transcontinental Railway to March 31, 1917, was .....	\$ 163,797,783 66
Expenditure during 1917-18. ....	690,453 19
Making total cost on March 31, 1918 .....	\$ 164,488,236 85
The gross earnings compare with the previous years as follows:—	
1916-17.....	\$ 5,916,550 99
1917-18.....	7,621,204 51
Increase.....	\$ 1,704,653 52
The working expenses compare with the previous year as follows:—	
1916-17.....	\$ 7,206,922 20
1917-18 (including \$600,000 rental Lake Superior Branch).....	10,660,389 89
Increase.....	\$ 3,453,467 69
The gross earnings and working expenses to March 31, 1918, compare as follows:—	
Gross earnings.....	\$ 7,621,204 51
Working expenses (including \$600,000 rental Lake Superior Branch).....	10,660,389 89
Deficiency.....	\$ 3,039,185 38

## CANADIAN GOVERNMENT RAILWAYS.

## PURCHASE OF ROLLING STOCK.

Statement showing miscellaneous Rolling Stock charged to \$25,000,000. Vote, Fiscal Year ending March 31, 1918.

Locomotives.....	\$ 5,299,126 27
Freight—	
30-ton Box.....	\$ 220,400 05
40-ton Box.....	15,007,363 34
50-ton Box.....	733,677 00
30-4 Stock.....	2,226,261 37
30-ton Flat.....	397 58
Refrigerators.....	270,000 00
Vans.....	78,784 26
	\$18,536,883 60
Passenger—	
New.....	\$ 103,085 52
Second-hand.....	294,189 56
	397,275 08
Work equipment.....	120,012 96
Miscellaneous—	
Draft arms, Safety Appliances, etc., applied to equipment on hand..	33,687 89
Total .....	\$ 24,392,985 80

## ST. JOHN AND QUEBEC RAILWAY.

The gross earning and working expenses to March 31, 1918, compare as follows:—	
Gross earnings .....	\$ 64,438 29
Working expenses .....	140,972 43
Deficiency.....	\$ 76,534 14
In addition to above, the amount paid the St. John and Quebec Railway, covering 40 per cent of gross earnings for period April 1 to September 1, 1917, and charged to Income Account (rental), was .....	16,769 13
	\$ 93,303 27
There is still unpaid for, March 31, 1918, the 40 per cent earnings for period September 1, 1917, to March 31, 1918, amounting to .....	18,497 81
Total deficiency for the fiscal year .....	\$ 111,801 08

During this fiscal year there was also paid the St. John and Quebec Railway, and charged to Income Account (rental), the 40 per cent of gross earnings for the fiscal years of 1915-16 and 1916-17, amounting to \$36,459 30, held over pending adjustment of account with the province of New Brunswick.

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## QUEBEC BRIDGE.

The Quebec bridge, one of the greatest engineering feats in the world, was sufficiently completed to enable it to be used for traffic. The first train crossed this bridge at 12 o'clock noon, December 3, 1917, and thus the connection between the Government railway lines on the north and south sides of the St. Lawrence river was established. Since that date, traffic has been continuous.

The total length of the bridge is .....	3,240 feet.
The length of the main span.....	1,800 "
The length of the suspended span .....	640 "
The length of the cantilever arms.....	1,160 "
The length of the anchor arms.....	1,030 "

The *ss. Leonard*, which transferred the cars between the north and south sides, was taken out of service, and was later advantageously sold to the British Government.

## MOVEMENTS OF MILITIA.

A large number of troops were handled via Canadian Government Railways, and for the year the total number was 222,593.

## SNOW AND ICE REMOVAL.

The winter of 1917-18 was a very severe one, and the cost of removing snow and ice, so that traffic might be carried on, was very heavy, being \$342,204.91 more than the corresponding expense in any one of the three preceding years.

## FATAL ACCIDENTS.

The number of fatal accidents on the Canadian Government Railways amounted to 38, of which ten were employees, three passengers, and twenty-five others, the railways being exonerated in every case,

STATEMENT OF AVERAGES, Canadian Government Railways, Year ended March 31, 1918.

Statement of Averages.	Intercolonial Railway.	Prince Edward Island Railway.	International Railway of New Brunswick.	National Trans-continental Railway.	Canadian Government Railways.	St. John and Quebec Railway.
Mileage of railway.....	1,563.44	276.23	111.30	2,002.92	3,953.80	11,987
Total engine mileage.....	11,299,603	482,433	167,848	4,303,467	16,153,441	86,018
Total train mileage.....	8,477,349	331,165	151,218	3,505,576	12,471,308	75,491
Total car mileage.....	132,310,931	2,212,178	1,152,061	83,041,501	218,716,671	408,691
Earnings—						\$ cts.
Transportation—Rail.....	\$ 18,511,192 24	\$ 458,868 87	\$ 140,900 44	\$ 7,021,204 51	\$ 26,732,166 00	64,438 29
"    Water.....	246,994 17	177,683 04	.....	.....	424,677 21	.....
Incidental.....	.....	19,675 31	.....	.....	19,675 31	.....
Total.....	\$ 18,758,186 41	\$ 656,227 22	\$ 140,900 44	\$ 7,021,204 51	\$ 27,176,518 58	64,438 29
Operating Expenses—						\$ cts.
Rail.....	\$ 20,912,637 72	\$ 902,081 95	\$ 385,508 92	\$ 10,660,389 89	\$ 32,860,618 48	140,972 43
Water.....	177,660 37	221,209 17	.....	.....	398,869 54	.....
Total.....	\$ 21,090,298 09	\$ 1,123,291 12	\$ 385,508 92	\$ 10,660,389 89	\$ 33,259,488 02	140,972 43
Ratio of Earnings to Gross Earnings—						p.c.
Earnings from transportation—Rail.....	p.c. 98.68	p.c. 69.92	p.c. 100.00	p.c. 100.00	p.c. 98.37	100.00
"    Water.....	1.32	27.08	.....	.....	1.56	.....
"    Incidental.....	.....	3.00	.....	.....	.07	.....
Earnings per mile of railway.....	\$ 11,840 01	\$ 1,732 41	\$ 1,265 95	\$ 3,895 05	\$ 6,765 95	\$ 537 57
"    engine mile.....	1 64	99	84	1 81	1 66	75
"    train mile.....	2 18	1 43	91	2 17	2 15	85
"    car mile.....	13.99	cts. 21.63	cts. 12.23	cts. 9.18	cts. 12.23	cts. 13.75
Ratio of expenses to gross earnings.....	p.c. 112.43	p.c. 171.17	p.c. 273.60	p.c. 139.88	p.c. 122.38	p.c. 218.77
Expenses per train mile.....	cts. 248.69	cts. 209.95	cts. 249.98	cts. 304.10	cts. 263.49	cts. 186.74
Expenses per mile of railway.....	\$ 13,376 04	\$ 3,265 69	\$ 3,463 69	\$ 5,322 42	\$ 8,310 96	\$ 1,176 04
Repairs to locomotives.....	1,556,364 36	45,872 69	16,808 44	853,849 54	2,472,895 03	.....
"    freight cars.....	1,033,190 16	12,754 76	9,706 89	672,802 53	1,728,454 34	.....
"    passenger cars.....	615,230 49	32,471 97	5,427 96	215,400 58	868,531 00	.....
Cost of repairs per locomotive.....	3,504 37	1,479 76	1,867 61	4,879 14	3,816 90	.....
"    freight car.....	70 19	21 99	25 28	64 10	66 02	.....
"    passenger car.....	1,090 83	541 20	542 80	1,841 03	1,156 50	.....



## REPORT OF C. B. BROWN, CHIEF ENGINEER.

## HALIFAX OCEAN TERMINALS.

*Rockingham to Young Avenue.*—Grading has been completed. Track laid and ballasted except final surface lift.

*Young Avenue to Halifax Harbour.*—The tracks laid last year were relined and ballasted.

*Drainage and Sewers.*—All drainage and sewerage work has been completed.

*Houses.*—Eight additional houses were moved and put into habitable condition.

*Freight Sheds.*—Temporary wooden sheds (Nos. 25 and 28) were erected on pier "A", after the explosion December 6, 1917, and roadway from Barrington Street to these sheds graded.

*Bridges.*—There are fourteen overgrade bridges, two of which were completed last year and nine this year.

*Dredging.*—Basins 1 and 2, and in front of bulkhead, have been dredged to 45 feet at low water.

*Foundations.*—All completed except 22 feet at south end west quay, basin No. 2.

*Quay Wall.*—2,500 lineal feet of blockwork were built; 2,080 lineal feet of granite face work and concrete backing were built.

*Filling.*—329,000 cubic yards of filling was put in place.

*Steamship Accommodation.*—One berth has been provided which now gives four berths available. Temporary sheds, 90 feet wide and varying in length from 396 to 594 feet, have been provided in the last two years.

Considering labour conditions, difficulties of transportation and effect of disaster, fair progress with the work was made.

## ROADBED AND TRACK.

## MILEAGE.

	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.	Total.
Eastern lines	2,526.12	72.86	183.94	504.39	3,287.31
Western lines	1,355.89	5.31	101.21	143.24	1,608.65
Leased lines	191.75		20.63	41.74	254.12
Total	4,073.76	78.17	308.78	689.37	5,150.08

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## ROADBED AND TRACK.

MILEAGE—*Concluded.*

	Inter-colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	International Ry.	St. John and Quebec Ry.	National Trans-continental Ry.	Leased Lines.	Total.
Main line.. Miles	1,527.39	276.23	36.05	111.30	119.87	1,811.17	191.75	4,073.76
2nd main line... "	72.86					5.31		78.17
Passing sidings "	132.90	7.95	1.37	1.41	3.37	141.15	20.63	308.78
Other sidings and spurs... "	413.13	29.64	4.47	4.35	4.48	191.56	41.74	689.37

## WEIGHT OF RAIL IN MAIN TRACK.

Weight.	Inter-colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	International Ry.	St. John and Quebec Ry.	National Trans-continental Ry.	Leased Lines.	Total.
50-lb.....		2.80						2.80
52-lb.....		95.10						95.10
56-lb.....	22.58	40.90		9.86		3.50		76.84
58-lb.....		134.20						134.20
60-lb.....				52.80				52.80
67-lb.....	228.34	1.60		48.40		1.16		279.50
70-lb.....	15.67							15.67
72-lb.....							4.34	4.34
75-lb.....							6.00	6.00
80-lb.....	975.08	1.63	36.05	0.24	119.87	1,811.82	181.42	3,126.10
85-lb.....	358.58							358.58
Total.....	1,600.25	276.23	36.05	111.30	119.87	1,816.48	191.75	4,151.93

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## TIE RENEWALS, BALLASTING, NEW SIDINGS, DITCHES, ETC.

	Inter- colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	Inter- national Ry.	St. John and Quebec Ry.	National Trans- conti- nental Ry.	Leased Lines.
<i>Main Line—</i>							
New 85-lb. rails laid, miles	85.15						
New 80-lb. rails laid, miles	11.80						
Relay 80-lb. rails laid, miles	28.31						1.70
Relay 67-lb. rails laid, miles				0.45			
Relay 56-lb. rails laid, miles		0.80					
<i>Branch Lines, Main Track—</i>							
Relay 80-lb. rails laid, miles	15.42		15.09	0.21			
Relay 67-lb. rails laid, miles	2.21			0.45			
Tie renewals—main line number	370,823	39,699	5,904	15,547	250	498,729	61,130
Tie renewals—siding, num- ber	42,261	1,896	1,653	1,335		41,145	3,082
Tie renewals—switch ties (sets)	282			17		88	
Tie plates, anchors, number	6,500					21,960	4,000
Tie plates, number	195,170						
Ballasting, miles	154.87	5.80	16.60	13.00		14.60	
Ditching, miles	62.23	2.00			1.30	157.60	0.62
Bank widening and trim- ming, miles	31.00					8.50	
Tile underdraining, miles	1.21						
Rip rap protection, lineal feet	3,168	900		778		cubic yds 350	
Cribwork protection, lineal feet	2,640	200	300	265			
Concrete wall protection, lineal feet	158						
Dangerous rock removed, cubic yards	1,630					In 75 cuts	
Stone filling, cubic yards				209			
Fencing, wire, erected, miles	56.76	9.75				16.65	
Fencing, snow, erected, miles	0.60	0.40					
Fencing, snow, portable erected, miles						22.48	2.30
Sidings, passing additional, lineal feet	21,968		2,800			9,400	
Sidings, business additional lineal feet	38,766	1,300	7,930	450		5,914	
Sidings, private additional lineal feet	13,906	491		360	680	21,574	
Sidings, passing taken up, lineal feet			493				
Sidings, business taken up, lineal feet	5,705		2,000				
Sidings, private taken up, lineal feet	27,036						

## WATER SERVICE.

*Intercolonial Railway.*—Necessary facilities for watering of troop and passenger trains were installed at several terminal points.

*New Brunswick and Prince Edward Island Railway.*—A water supply was installed at Cape Tormentine.

*International Railway.*—A second-hand tank was erected at mile 87.9.

*National Transcontinental Railway.*—Water service was installed at eight stations; fourteen wells drilled. A tank was provided at Beaudet. Vapourizer attachments to gasoline pumping engines were installed at ten locations, so as to use kerosene oil instead of gasoline.

On all railways repairs were made to keep the water services in good working order.

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## BUILDINGS.

*Intercolonial Railway.*—Replaced eight stations with new buildings. One new freight shed was provided and thirty new tool houses. Also thirty-six small miscellaneous buildings.

*Prince Edward Island Railway.*—Provided two shelter stations and one stock pen.

*International Railway.*—Provided one shelter station and extended one freight shed.

*National Transcontinental Railway.*—Provided two new stations, thirteen new shelters, fifteen new tool houses, two new stock pens, one new passenger platform, ten new dwellings, one coal storage platform, nineteen buildings altered and extended, three passenger platforms extended. At Transcona, the one million bushel grain elevator was completed.

*Leased Lines.*—Bunk house at Mission rebuilt.

On all railways the necessary additions, alterations, repairs, and painting have been carried out.

## TERMINAL IMPROVEMENTS.

*Intercolonial Railway.*—Chaudière Junction: Ice-house extended for additional storage of 1,000 tons of ice, and transfer freight facilities improved. Moncton: Coal and ash-handling plant was installed at shops, and a machine for strengthening steel car frames was provided. An additional air compressor was supplied. St. John: The 500,000 bushel elevator with conveyors, etc., was practically completed. Halifax: Local freight accommodation was provided by adding to the freight shed, providing new platform and additional team tracks.

*Prince Edward Island Railway.*—Port Borden: Additional accommodation was provided in new terminal yard to the extent of  $3\frac{1}{2}$  miles. Following buildings were also erected; transfer shed, transfer platform, No. 5 station and platform, two-stall engine-house, tank pump-house, ice-house, power-house, car inspector's house and tool-house. Buildings were purchased and accommodation provided for freight handlers. Water supply was extended to provide supply for buildings and ferry.

*New Brunswick and Prince Edward Island Railway.*—Cape Tormentine: Increased siding accommodation to accommodate 100 cars was provided; also three-stall engine-house with ash pit. Ferry dock, as well as water and electric light services were completed. Sackville: Two-stall engine-house with ash pit and coal hoist was provided.

*National Transcontinental Railway.*—Transcona: Seven tracks were extended and in addition 5.47 miles of siding for elevator were provided. Fire protection system was installed and additional charging and lighting equipment for coaches installed. Graham: 500-horsepower feed water heater was installed. Cochrane: Plant for charging cars with electricity was provided. Edmundston: The rails of five sidings taken up the previous year were replaced and one additional siding provided. Steam heat for cars at passenger station was provided.

Districts 1 and 2, western lines, were provided with fire fighting tanks, fully equipped.

At Napadogan, Edmundston, and Monk the engine-house pits and tracks were extended and new ash pit provided at Edmundston.

At all terminal points the necessary repairs to wharves, tracks, buildings, etc., were made.

## SURVEYS AND TRACK CENTERING.

On the Intercolonial, International, and National Transcontinental railways, 86 miles of track were recentered and spiralled; and on the International, track profile of 111 miles was completed.

In addition, on all railways, a number of station yards were surveyed and plans made; plans and surveys were also made where required for leases, etc.

## DAMAGE BY FLOOD.

Considerable damage was done to roadbed on Fredericton, Centreville, Truro, and Dartmouth subdivisions through freshets and extremely high tides. To prevent this the roadbed has been raised in some places and in other places the work is now under way.

At St. John the breakwater damaged by storm was repaired.

## DAMAGE BY FIRE.

On the Intercolonial Railway fire damaged fifteen stations, freight sheds, etc.

On the National Transcontinental Railway, six buildings were damaged by fire, and one trestle bridge was badly damaged.

On the leased lines a trestle bridge 180 feet long was destroyed and also the bunk-house and dining-hall at Mission.

## BRIDGES AND CULVERTS.

*Intercolonial Railway.*—Eighteen bridges were replaced with concrete slabs, and sixteen bridges replaced with concrete culverts; 187 culverts were replaced with concrete pipe and twelve bridges and culverts were replaced with cedar boxes; fourteen culverts were extended for sidings, and six new culverts placed. Four new overhead highway bridges and one subway were provided, and five overhead bridges were replaced with heavier steel.

*Prince Edward Island Railway.*—Two bridges were replaced with concrete culverts.

*New Brunswick and Prince Edward Island Railway.*—Work at replacing wooden bridge over Gaspereaux river with steel structure is under way. Twenty old culverts were replaced with concrete pipe, and two small openings filled in. Box culverts were used in several places to replace wooden stringers.

*National Transcontinental Railway.*—Four concrete pipe culverts constructed. Some open culverts, tile drains, and small bridges replaced with permanent structures.

*Leased Lines.*—Seven wooden bridges were replaced with permanent culverts, and two filled in. One trestle which was destroyed by fire was rebuilt.

All other bridges and culverts of the railways were carefully looked after, repaired and strengthened or renewed where necessary, steel or concrete being used for renewals.

## SUNDRIES.

*Intercolonial Railway.*—At Mont Joli, a longer turntable was provided, and the turntable taken from there was erected at South Devon. Turntable taken from Laurier was erected at Borden.

The turntables on all railways were repaired and painted, etc., where necessary.

## ELECTRIC LIGHTING.

*Intercolonial Railway.*—Electric lighting was installed or existing systems extended at eighteen stations. Additional generator sets to provide power and lighting at Rivière du Loup and Truro were installed.

## SIGNALS AND INTERLOCKING PLANT.

*Intercolonial Railway.*—Mechanical train order signals were installed at four stations, one set of pneumatic crossing gates and a Hoeschen crossing bell installed.

*National Transcontinental Railway.*—An electrically operated interlocking plant was installed at Red River Bridge.

## STATION BEAUTIFICATION.

The work of station ground beautification was continued on all lines.

## DOCKS AND WHARVES.

All docks and wharves were gone over and where necessary, repairs were made.

## CAR FERRIES.

*S.S. Scotia No. 1.* New boat bridge was provided.

*S.S. Scotia No. 2.* Extra electric lighting system provided.

Car ferry, *Prince Edward Island*: The car ferry *Prince Edward Island* was put into service between Cape Tormentine and Port Borden.

## SUNDRIES.

Generally speaking, the roadbed, buildings, wharves, etc., received necessary running repairs, and work necessary to keep the road in good physical and efficient condition was performed.

## HALIFAX EXPLOSION.

On December 6, at 9.02 a.m., the greater part of the Canadian Government Railways' property, at Halifax, was either completely destroyed or badly damaged, by the explosion of the French munition ship *Mont Blanc* which was rammed and set on fire by the Belgian Relief ship *Imo*, when passing one another in the Narrows. The munition ship was abandoned by her crew immediately after being rammed, and, drifted in close to the shore, exploding when almost abreast of pier No. 6 at Richmond. The following is a brief description of the extent of the damage to railway property:—

## BUILDINGS AND WHARVES.

*At Deepwater Terminals.*—A large hole was blown through the grain elevator, the roof lifted clear and dropped back in a different position, and portions torn away. The machinery in the elevator, power-house and conveyor was seriously damaged.

On new concrete pier No. 2, the doors and steel frame windows were blown in, and the partitions on second floor of building collapsed. The heating plant in connection with this pier was badly damaged, allowing the pipes throughout the pier to freeze and burst.

On pier No. 3, the windows and doors were blown in, and practically all the roof trusses on the north side of the shed were broken.

The head of pier No. 4 was badly damaged, and the shed on this pier collapsed.

The inward and outwards freight shed had the roof lifted up and parted at the ridges in several places, and several holes were driven through the roof by falling iron. All the windows and doors were badly damaged.

The carpenters' shop and trackmen's office were destroyed, and carmen's shanty damaged.

*At North Street.*—Half the roof of the train shed collapsed, and the remainder had to be taken down. The roof of the station was lifted and badly damaged and doors, windows and partitions blown out. The tower was shattered and had to be taken down. The umbrella roof between station and stairway collapsed, and walls and roof of the latter were badly damaged.

The roof of the power-house and heating plant was blown in and plant seriously damaged, allowing all pipes in the vicinity not destroyed by the explosion to freeze and burst.

The roof of D. A. R. freight shed was blown in and building otherwise seriously damaged.

The windows, doors, walls, and roof of three car-cleaning buildings and mail and express building were badly shattered.

Trackman's tool-house was destroyed, and two switchmen's shanties badly damaged.

*At Richmond.*—Piers No. 6 and 8 were completely destroyed, even the piles being blown away. The east end of pier No. 9 was blown away and shed destroyed, and the crib walls of pier No. 7 were badly damaged.

Richmond station, carpenter shop, carmen's, customs, stevedores' and other small buildings, including the cattleshed and stock pens, were completely destroyed. The roof of the water tank was blown off, and holes caused by flying iron made through the tub; windows and door destroyed, and half the bottom casing blown away. The steel overhead foot-bridge was picked up and thrown on its side and completely destroyed. The scale house was blown away, and the track scales were slightly damaged. The two railway houses here were totally destroyed.

*At Willow Park.*—In the oil-stores building, the windows and doors were badly damaged. The stores and office building had windows destroyed and inside partitions moved and roof damaged.

The planing-mill had windows all destroyed and doors damaged; also some damage to machinery.

The windows in the car shop were all destroyed, and the doors and roof badly damaged.

In the machine shop and roundhouse the windows, doors, and roof were completely destroyed, and it was found necessary to abandon two sections of the latter. The roof of the water tank was blown in, allowing debris to get into the pipes, stopping the flow of water. The railway house here was almost totally destroyed.

*At Fairview.*—The four railway houses had windows, doors, and roofs badly damaged. Small brick building for electrical regulator was badly damaged, and roof torn off.

*At Rockingham and Bedford.* The stations had windows blown out, and doors damaged and chimneys badly shaken.

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*At Waverly.*—The windows had considerable glass blown out.

*Tuft's Cove.*—Shelter was completely destroyed.

*Dartmouth.*—The roof and one end was blown from the engine-house, and the building badly shattered. The freight shed had windows and doors blown out and walls badly damaged. The station had windows and doors damaged, roof lifted out of place, centre partition started from outside walls and chimney blown down. The trackman's tool-house was destroyed.

*At Halifax Ocean Terminals.*—Windows and doors were damaged in sheds 23 and 24. The windows of Halifax Ocean Terminals offices were damaged. The seven single and one double house on Atlantic street had windows, doors, and chimneys damaged. The two large houses on Young avenue and the one on Barrington street had windows and doors damaged.

## ROADBED AND TRACK.

Through Richmond yard and between Richmond and North street all tracks were damaged and covered with debris, and train operation entirely suspended. At Richmond in the vicinity of piers 6, 7, and 8 the greatest damage to roadbed and tracks occurred. All the rails and fastenings on the decks of piers 6 and 8 were lost in the water, but may be recovered. Heavy steel cars were blown from the tracks in the yard, taking rails with them in many cases and bending and twisting them like hoops. The force of the explosion was like an earthquake in its effect on the tracks in the yard. Many tracks were thrown out of line. The great wave which followed washed up from the bottom of the Narrows all kinds of debris, mud, and boulders which covered the tracks to a considerable depth.

The following is a statement of all track material lost and destroyed by the explosion at Richmond:—

*Rails and Fastenings.*

8,000 lineal feet 80-lb. rail.....	95.2 tons.
266 pairs angle bars 80-lb.....	5.9 "
1,064 bolts and nuts.....	0.7 "
29 boxes of track spikes.....	2.9 "
	104.7 "

*Switch Material.*

8 sets of 80-lb. switch points.
8 Burpee switch stands and fastenings.
12 Rigid No. 8 frogs.
12 sets guard rails.

On the Dartmouth side between Stairs and Black Rock siding the sea wall was washed away in several places, and 200 feet of track at Black Rock was undermined about two feet.

## RESTORATION.

Immediately following the accident, rail communication was opened up by diverting traffic at Fairview to the Ocean terminals. Work of clearing and repairing tracks between Richmond and North street was started, and by December 9 two tracks had been completed allowing operation into North Street station. The main tracks at other places, where damaged, were also repaired at once and communication restored. Railway telegraphic communication to North street was restored by the night of December 8.

An organization known as Canadian Government Railways, Halifax Restoration, was formed to carry out the work of reconstruction. This organization took in hand the work of repairing and rebuilding all damaged tracks, buildings, and other property belonging to the railway in Halifax, Richmond, Fairview, Dartmouth, and at the request of the Department of Naval Service, looked after the reconstruction of the naval dockyard.

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It was decided that the old wharves and sheds at Richmond would not be reconstructed, but that new sheds and wharves would be provided at the new docks under construction at the Halifax Ocean Terminals. The new sheds decided upon are of wooden construction, built on pier "A" and numbered 25 and 28, shed 25 being 594 feet long by 90 feet wide, and shed 28 being 550 feet long by 90 feet wide. These buildings were also constructed under the supervision of the restoration organization.

The following is a list of the work undertaken and carried out by the Canadian Government Railways, Halifax Restoration, showing the dates the various works were started and percentages completed to March 31st, 1918:—

The greater part of the works so far undertaken by the Canadian Government Railways towards restoration of damage done is, in most cases, 100 per cent complete. The work of restoration of H.M.C. Dockyards is also about 95 per cent completed.

The number of men employed on railway and dockyard works was 457 in December, 1917; 1,418 in January, 1918; 1,097 in February, and 605 in March, 1918.

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## REPORT OF THE AUDITOR, STORES AND MECHANICAL ACCOUNTS.

## Locomotives—

Purchased on capital account, 112; 98 were new and 14 secondhand.

## Passenger Cars—

Purchased on capital account, 53: 2 sleepers, 13 parlor, 2 dining, 10 first-class, 10 second-class, 3 postal, 13 baggage, all secondhand.

## Freight Cars—

Purchased on capital account, 6,152: Box cars, new, 5,079; refrigerator, new, 100; stock, new, 876; flat, secondhand, 25; hart, secondhand, 72.

## Freight Cars—

Purchased on equipment renewal account: box cars, secondhand, 119; flat cars, secondhand, 24; gondola cars, secondhand, 670; hart cars, secondhand, 14.

## Work Equipment—

Purchased on capital account, 7: 1 60-ton steam shovel, secondhand; 1 Jordan spreader, secondhand; 1 Ledgerwood unloader, secondhand; 1 centre ballast plough, secondhand; 1 side ballast plough, secondhand; 1 5-ton crane, new; 1 Marion ditcher, new.

### GENERAL STATEMENT of work done in the Canadian Government Railways' shops for year ended March 31, 1918.

## Locomotive Department—

447 locomotives received repairs; 23 converted to superheat. Steam shovels, ditchers, unloaders, pile drivers, and other machinery received the necessary repairs.

## Car Department—

Two fire-fighting cars, 2 outfit cars, 5 cinder cars and 2 wrecking outfits were constructed; 37 flat and box cars were converted from standard- to narrow-gauge for Prince Edward Island Railway; 5 cars fitted up for auxiliary outfits, steam shovels, and ditchers; 385 other cars were either rebuilt or converted to other styles, as follows: Postal to baggage, 2; sleeper to baggage, 4; express and baggage to refrigerator, 5; box to caboose, 51; box to pulpwood, 210; box to flanger, 3; box to boarding, 2; flat to pulp racks, 105; flat to flanger, 3.

Other cars of all descriptions were also brought into proper condition for traffic.

In the Halifax disaster, 37 foreign cars and 26 Government Railways cars were destroyed and equipment was damaged as follows: Government Railways locomotives 4, passenger equipment 103 cars, freight and work equipment 141; foreign lines; passenger equipment 9, freight equipment 223.

CANADIAN GOVERNMENT RAILWAYS.

EASTERN AND WESTERN LINES.

STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31st, 1917, and March 31st, 1918.

	Passenger Cars.											Freight Cars.										Total Freight Cars.									
	Locomotives.	Sleeping Cars.	Parlor Cars.	Dining Cars.	Colonist Cars.	First-Class Passenger Cars.	Second-Class Passenger Cars.	Postal Cars.	Baggage Cars.	Hospital Cars.	Vision Test Cars.	Box Baggage Cars.	Total Passenger Cars.	Steam Motor Cars.	Air Brake Instruction Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Oil Tank Cars.	Hopper Cars.	Gondola Cars.		20-ton Coal Cars.	Hart-Otis Steel Dump Cars.	Stock Cars.	Hart Convertible Dump Cars.	Pulpwood.	Pit Cars.	Caboose Cars.	Total Freight Cars.	
1 On hand, serviceable and repairing, March 31, 1917	547	102	12	29	73	173	100	40	81	10	126	1	619	10,449	189	2,980	55	565	3	103	528	366	647	222	4	284	16,452				
2 To be replaced, March 31, 1917													247	9	517	1	188	1	211	5	19	5	19	5	5	21	1,219				
3 Total equipment, March 31, 1917	547	102	12	29	73	173	100	40	81	10	126	1	619	10,696	198	3,497	56	753	4	374	528	385	647	227	4	302	17,671				
4 Purchased and built on Equipment Renewals, new																															
5 Purchased and built on Equipment Renewals, second hand															119										14						
6 Purchased and built on Capital, new	8														5,079	100							876							827	
7 Purchased and built on Capital, second hand	11	2	13	2	10	10	3	13					53																6,055		
8 Rebuilt, Box to Caboose 51, to Pulpwood 210, to Flanger 3, Boarding 2, Flanger 2																										210	51				
9 Rebuilt, Platform to Pulpwood 105, to Flanger 2																										105					
10 Converted in Shops, from Parlor to Baggage 2, Sleeper to Baggage 4, Express and Baggage to Refrigerator 3.																															5
Total equipment, March 31, 1918	659	100	23	31	73	183	110	13	95	10	126	1	637	15,894	303	3,546	56	753	4	374	528	1,261	733	542	4	533	25,021				



CANADIAN GOVERNMENT RAILWAYS—Concluded.

EASTERN AND WESTERN LINES.

STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31st, 1917, and March 31st, 1918—Concluded.

Work Cars.

Auxiliary Cars.	23	3	2	53	23	7	1	13	4	11	1	5	1	1	1	1	1	7	12	1	2	27	5	71	132	20	1	49	563
Store Supply Cars.	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	2
Paints and Gas Cars.	23	4	2	33	27	2	3	1	13	4	11	5	1	1	1	1	1	7	12	1	2	27	5	71	132	20	1	49	563
Znow Plough, Common.	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	2
Znow Plough, Wing.	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	2
Znow Plough, Rotary.	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	2
Znow Plough, Double Track.	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	2
Znow Plough, Double End.	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	2
Flangers.	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	2
Steam Cranes.	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	2
Balloon Spreaders, "Kogers."	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	2
Balloon Trimmers.	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	2
Centre Ballast Ploughs.	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	2
Side Ballast Ploughs.	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	2
Ballast Spreaders, Wing.	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	2
Concrete Mixers.	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	2
Sand Blast Machines.	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	2
Well Boring Machines.	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	2
Ditchers.	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	2
Steam Derricks.	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	2
Hand Derricks.	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	2
Steam Shovels.	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	2
Rail Sawing and Boring Machine.	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	2
Pile Drivers.	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	2
Survey and Inspection Cars.	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	2
Rail Molders.	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	2
Working Cars.	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	2
Boarding Cars.	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	2
Steel Snow Ploughs.	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	2
Track Layer.	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	2
Tender Cars.	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	2
Total Work Cars.	23	4	2	33	27	2	3	1	13	4	11	5	1	1	1	1	1	7	12	1	2	27	5	71	132	20	1	49	565

On hand, serviceable and repairing, March 31, 1917  
To be replaced, March 31, 1917

Total equipment, March 31, 1917. {  
Purchased and built on Equipment Renewals {  
Purchased and built on Capital {  
Rebuilt on Capital, Box to Flanger 3, Boarding 2. {  
Rebuilt, Platform to Flanger 3. {  
Converted in Shops {

Total equipment, March 31, 1918  
To be replaced, March 31, 1917, as above  
Condemned, year ending March 31, 1918

Total condemned and destroyed to March 31, 1918  
Purchased to replace same  
Rebuilt and converted



PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of other rolling stock on the line, on March 31, 1917, and March 31, 1918.

	Passenger Cars.						Freight Cars.							Work Cars.								
	Locomotives.	First-Class Passenger Cars.	Second-Class Passenger Cars.	Combination Second-class and Baggage Cars.	Postal and Smoking Cars.	Combination Postal and Baggage Cars.	Baggage Cars.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Stock Cars.	Oil Tank Cars.	Hart Convertible.	Coal Cars.	Platform Cars.	Vans.	Total Freight Cars.	Snow Ploughs.	Flangers.	Steam Shovels.	Total Work Cars.	
On hand, serviceable and repairing, March 31, 1917.....	22	18	9	5	4	3	6	45	308	3	28	1	15	11	150	3	519	9	8	1	18	
To be replaced March 31, 1917		5	4	3	1	1	9	14	5					1	4	1	11	2			2	
Total Equipment, March 31, 1917	31	23	13	7	4	4	8	59	313	3	28	1	15	12	154	4	530	11	8	1	20	
Transferred from Intercolonial		1	.....	.....	.....	.....	.....	1	30								30					
Total Equipment, March 31, 1918	31	24	13	7	4	4	8	60	343	3	28	1	15	12	154	4	560	11	8	1	20	
Condemned and destroyed during year—Nil.																						
Rebuilt during year—Nil.																						
To be replaced, March 31, 1918	9	5	4	2	.....	1	2	14	5						4	1	11	2	8	1	11	
Add, serviceable and repairing	22	19	9	5	4	3	6	46	338	3	25	1	15	11	150	3	549	9	.....	.....	9	
Total Equipment, March 31, 1918	31	24	13	7	4	4	8	60	343	3	28	1	15	12	154	4	560	11	8	1	20	

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CANADIAN GOVERNMENT EMPLOYEES' RELIEF AND  
INSURANCE ASSOCIATION.

STATEMENT of Receipts and Expenditure during the year ended March 31, 1918.

Credit balance on June 30, 1917.....	\$	62,647 42
The total receipts for the year from all sources were.....		186,143 08
		248,790 50
The total expenditures were.....		179,320 84
		69,469 66
Leaving a credit balance of.....		12,050 00
Less estimated outstanding liabilities.....		57,419 66
Net surplus, June 30, 1918.....		

SICKNESS AND ACCIDENT FUND.

The expenditures in this fund last year were \$53,556.97, and this year they are shown to be \$74,292.78, an increase of \$20,735.81. A credit balance of \$47,586.18 is shown in this fund on June 30, 1918.

TEMPORARY EMPLOYEES' ACCIDENT FUND.

The expenditures in this fund during the year are shown to have been.....\$ 17,990 33

DEATH AND TOTAL DISABILITY FUND.

This statement shows that one hundred and eighty-six death and total disability claims were assessed and paid during the year.

Eighty-eight death claims due to natural causes, aggregating.....	\$	35,500 00
Fifty-eight death claims due to accidental injuries, aggregating.....		24,750 00
Thirty-seven death claims due to war, aggregating.....		14,250 00
		74,500 00
Three total disability claims, aggregating.....		750 00
		75,250 00
Amount paid last year from this fund was.....		52,000 00

C. B. TRITES,

*Secretary.*

W. P. SEARS,

*Auditor.*

The Death and Total Disability, also the Temporary Employees' Accident Funds show 212 death claims during the year, the largest number of deaths in any one year during the history of the association. Of this number 59 were killed or died as a result of injuries in the Halifax disaster.

Number of employees entered military service from August 4, 1914, to March 31, 1918:

Eastern Lines.....	1,308
Western Lines.....	342

Total..... 1,650

Of this number (1,650) 99 have been reported killed in action, died of wounds, etc., 82 of whom were from Eastern Lines and 17 from Western Lines. The claims aggregating are as follows:—

46 regular members, Halifax disaster.....	\$ 21,000 00
13 temporary members, Halifax disaster.....	3,250 00
37 regular members, on military service.....	14,250 00
	\$ 38,500 00

C. B. TRITES,

*Secretary.*

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STATEMENT showing the amount credited to the Canadian Government Railways Employees' Relief and Insurance Association, by the Canadian Government Railways, during the year ended June 30, 1918.

Amount of premiums collected from the Canadian Government Railways' pay lists.....	\$ 158,225 40
Premiums collected from railways' vouchers.....	130 24
Annual contributions from the Canadian Government Railways.....	15,000 00
Canadian Government Railways' cash premiums.....	41 41
Total.....	\$ 173,397 05

S. L. SHANNON,

*Comptroller and Treasurer Can. Govt. Rys.*

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INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS  
EMPLOYEES' PROVIDENT FUND.

STATEMENT of Receipts and Expenditures during the year ended March 31, 1918.

Balance at the credit of the Fund on March 31, 1917.....		\$ 343,553 72
The contributions made by the employees during the year, being one and one-half per cent of their monthly salary and wages, were.....	\$ 197,688 90	
The contributions made by the Canadian Government Railways were.....	100,000 00	
		297,688 90
Amounts received for refunds, etc.....		459 73
Interest accrued (at three per cent).....		9,227 07
		\$ 650,929 42
<p>The amount contributed by the employees is shown to exceed by \$97,688.90, the amount contributed by the railways.</p> <p>By reference to Section No. 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the Fund in any one year must not exceed \$100,000.</p>		
<p>The Expenditures were:—</p>		
For retiring allowances.....	\$ 276,890 14	
For contributions refunded in cases of deceased employees.....	7,227 92	
For contributions refunded which were deducted in error.....	13,006 43	
For contributions refunded to discharged employees, etc.....	280 92	
Medical examinations for probationers entering the service, etc.....	3,296 00	
Medical examinations for employees retiring from service.....	21 30	
For Election Expenses.....	361 43	
For Salaries and Travelling Expenses, Secretary's office, and proportion of salary Chief Medical Officer.....	7,231 17	
For Board Members—Time lost and travelling expenses.....	26 80	
For Stationery, Printing, Postage, etc., etc.....	1,788 40	
		310,130 51
Balance to the credit of the Fund on March 31, 1918.....		\$ 340,798 91
<p>It will be noted by the above Statement of Receipts and Expenditures that the amount of the contributions received from the Railways and from the Employees during the year, were.....</p>		
And the Expenditures were.....		\$ 310,130 51
Showing that during the year the Expenditures exceeded the Receipts by....		12,441 61
The gross surplus, including interest, to the credit of the Fund on March 31, 1918, was.....		340,798 16

C. A. HAYES,  
*Chairman.*

C. B. TRITES,  
*Secretary.*

REPORT OF THE COMPTROLLER AND TREASURER.  
CANADIAN GOVERNMENT RAILWAYS.

CAPITAL ACCOUNT, Year ended March 31, 1918.

1917		\$	cts	1917.	\$	cts	Cr.	\$	cts.
Mar. 31	<i>Dr.</i> <i>Intercolonial Railway</i> To Cost of Intercolonial Railway to date Construction and betterments Dartmouth to Deans branch line Purchase of steamers—"Mekeo" and "Drummond" Elimination of level crossings—Moncton.	1,805,265	67	120,257,032	80	132,266,559	89		
	<i>Cr.</i> Original construction, 1916-17. Moncton cut-off line Rolling stock								
					5,860,132	59			
	<i>Princo, Edward Island Railway.</i> To Cost of Princo Edward Island Railway to March 31, 1917 Construction and betterments Provide Car Ferry—Construction Terminals, etc.	11,451,124	15						
	<i>Cr.</i> SS. "Northumberland", 1916-17.								
					11,820,557	41			
	<i>New Brunswick and Prince Edward Island Railway.</i> To Cost of New Brunswick and Prince Edward Island Railway to March 31, 1917 Construction and betterments	270,700	66						
					391,454	27			
	<i>International Railway.</i> To Cost of International Railway to March 31, 1917 Construction and betterments	7,662	45						
					13,031	96			

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<i>National Transcontinental Railway.</i>				
To Cost of National Transcontinental Railway to March 31, 1917.....		103,797,783 66		
Construction and betterments... ..		870,615 68		
To pay claims for Right-of-Way. . . . .		299,575 57		
	1,080,190 65			
C.R.				
Previous years expenditure.....	389,737 46	690,453 19	104,488,236 85	
<i>Canadian Government Railways.</i>				
Rolling stock.....		24,392,985 80	24,392,985 80	194,964,824 88
			327,231,381 77	327,231,381 77
				By Dominion of Canada.....

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**CANADIAN GOVERNMENT RAILWAYS.**  
**REVENUE ACCOUNT, Year ended March 31, 1918.**

<i>Working Expenses.</i>	\$	cts.	<i>Earnings.</i>	\$	cts.
Maintenance of way and structures	7,452,300	05	Freight earnings	20,307,932	03
Main tenance of equipment	5,816,510	34	Passenger earnings	6,861,415	32
Traffic expenses	442,456	42	Mails and express earnings	1,183,873	99
Transportation—Rail line	17,478,204	13		28,353,251	34
Transportation—Water line	398,869	54	Less miscellaneous earnings	1,176,732	76
Miscellaneous operations	440,649	32		27,176,518	58
General expenses	536,605	62	Balance	6,082,969	44
Rental of leased lines:—					
Vale railway	1,200	00			
International Railway of New Brunswick	90,000	00			
Transcontinental Railway	600,000	00			
New Brunswick and Prince Edward Island Railway	2,692	60			
		693,892			
	33,259,488	02		33,259,488	02

**CANADIAN GOVERNMENT RAILWAYS.**  
**GENERAL BALANCE Year ended March 31, 1918.**

<i>Dr.</i>	\$	cts.	<i>Cr.</i>	\$	cts.
To general stores	6,205,809	45	By Dominion of Canada	9,255,244	01
Cash	7,805	98	Equipment renewal accounts	998,364	17
Auditors suspense	333,143	57	Canadian Government Railways		
Cash in transit	30,246	74	Employees provident fund	340,798	91
Loss and damage freight suspense	43,591	71	Fire renewal account	202,905	74
Unclaimed freight	4,019	65	Rail renewal account	312,083	04
Receiver General provident fund account	2,207,365	23	Apprentice fund	1,786	28
Receiver General, unclaimed wages	5,453	06	Expenditure for road and equipment—Suspense—stores—International Railway	18,672	95
Receiver General, medical fund	35,193	76	Expenditure for road and equipment suspense—Overseas rails	1,019,596	46
Receiver General, apprentice fund	2,697	98	Freight in transit	94,772	70
Rail loan account	99,025	14	Individuals and companies ledger suspense	83,270	56
Station agents	698,118	20			
Commissary stock—Moneton restaurant	571	17			
Commissary stock—Newcastle restaurant	541	70			
Commissary stock—St. John restaurant	932	08			
Commissary stock	29,250	12			
Expenditure for road and equipment suspense—International Railway	2,666	67			
Expenditure for road and equipment suspense—Improvements at Fredericton	2,905	21			
Expenditure for road and equipment suspense—St. John and Quebec Railway	2,775	45			
Expenditure for road and equipment suspense—Vale Railway	13,575	71			
Branch lines aid suspense	148,434	61			
Victory Loan suspense	3,285	00			
Employees medical fund	13,024	68			
Individuals and Companies ledger	1,781,213	96			
Traffic ledger	490,057	79			
Rents ledger	3,003	10			
Cnr service ledger	12,983	47			
Advances	210,000	63			
	12,387,494	82		12,387,494	82

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CANADIAN GOVERNMENT RAILWAYS.  
GENERAL STORES ACCOUNT, Year ended March 31, 1918.

Dr.	\$	cts.	Cr.	\$	cts.
To Balance, March 31, 1917	4,818,102	74	By Issues during year ended March 31, 1918..	\$14,750,002	00
Purchases during year ended Mar. 31, 1918..	15,403,557	94	Sales of material, fuel, etc....	2,634,655	01
Charg. from other departments .	3,770,338	46	Sales old material..	675,366	36
Labour	150,917	77			
Staff pay rolls	122,915	91			
	19,447,730	08	Balance—		
			Ordinary stores, including fuel....	4,971,512	90
			Road way and bridge material..	1,234,296	55
	24,265,832	82			
				18,060,023	37
				6,205,809	45
				24,265,832	82

CANADIAN GOVERNMENT RAILWAYS.  
STATEMENT OF CASH RECEIVED, Year ended March 31, 1918.

Dr.	\$	cts.	Cr.	\$	cts.	
To Balance on hand April 1, 1918..		0	02	By Amount deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1918.....	34,431,083	63
Amounts received during the year and credited as follows:				Leaving a balance on hand at March 31, 1918, as follows.....	7,805	98
Station agents..	21,328,812	40				
Traffic ledger .	7,960,835	18				
Car Service ledger	262,582	32				
Individuals and Compan. ledger.	4,147,202	96				
Rental ledger..	41,146	22				
General ledger..	688,230	51				
	34,438,889	59				
	34,438,889	61				
				34,438,889	61	

CANADIAN GOVERNMENT RAILWAYS.  
RAIL RENEWAL ACCOUNT.

	\$	cts.
On April 1, 1917, there was a balance to the credit of the Rail Renewal Account of . . . . .	342,083	01
During the year no charges have been made against this account. . . . .		
Leaving a credit balance to the credit of the Rail Renewal Account on March 31, 1918, of..	342,083	04

CANADIAN GOVERNMENT RAILWAYS.  
FIRE RENEWAL ACCOUNT.

	\$	cts.
On April 1, 1917, there was a balance to the credit of the Fire Renewal Account of.....	297,442	59
There has been charged during the year against the above amount.....	94,536	85
Leaving a credit balance to the credit of the Fire Renewal Account on March 31, 1918, of..	202,905	74

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CANADIAN GOVERNMENT RAILWAYS.  
EQUIPMENT RENEWAL ACCOUNT.

	Dr.	Cr.
	\$ cts	\$ cts
There was a credit balance at April 1, 1917, to the credit of Equipment Renewal Account of.....		1,661,208 89
Cash received from sale of old rolling stock .....		38,236 66
		1,699,445 55
There has been charged during the year against the above account for		
Rolling Stock purchased:—		
24 Second-hand Platform Cars .....	6,960 00	
14 Second-hand Hart Cars .....	11,200 00	
132 Second-hand 35-ton Gondola Cars .....	46,284 82	
94 Second-hand Wooden Hopper Cars .....	31,029 62	
119 Second-hand Wooden Box Cars .....	58,741 20	
300 Second-hand Gondola Cars .....	105,378 00	
142 Second-hand 40-ton Coal Cars .....	61,770 00	
Inspecting and freight charges .....	1,530 33	
	63,300 33	
Rolling Stock purchased in 1915-16 and 1916-17 charged to Consolidated Revenue Fund Account now transferred:—		
200 30-ton Stock Cars .....	187,000 00	
20 30-ton Hart Cars .....	9,000 00	
52 40-ton Hart Cars .....	41,300 00	
132 40-ton Hart Cars .....	81,725 00	
51 30-ton Flat Cars .....	4,960 00	
61 30-ton Flat Cars .....	9,760 00	
Changing Centre Dump to Side Dump Cars .....	907 46	
Changing Commissary to Combined Commissary and Dining Cars .....	218 68	
Repairs and attendance to 12 second-hand Sleeping Cars .....	10,417 73	
Repairs and attendance to eight second-hand Sleeping Cars .....	7,404 15	
Repairs to second-hand Passenger Cars, equipment purchased .....	7,048 07	
Alteration of second-hand Parlor Car purchased .....	1,532 72	
Alteration of Tourist Car purchased .....	1,420 77	
Repairs and freight charges on Tourist Car No. 1152 .....	359 32	
Freight charges on Passenger Cars purchased .....	347 90	
Changing two Parlor and Sleeping Cars to Baggage Cars .....	12,238 86	
Changing three Flat Cars to Yard Flangers .....	2,346 81	
		701,081 38
Leaving a credit balance to the credit of Equipment Renewal Account on March 31, 1918, of .....		998,364 17

NEW BRUNSWICK & PRINCE EDWARD ISLAND RAILWAY.

RENTAL ACCOUNT, Year ended March 31, 1918.

1918	Dr.	\$ cts	1918.	Cr.	\$ cts
Mar. 31	To rental of New Brunswick and Prince Edward Island Railway from November 1, 1916, to August 1, 1917 - 273 days, at 1% on \$90,000	2,692 60	Mar. 31	By Dominion of Canada	2,692 60
		2,692 60			2,692 60

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INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	DR.	\$	cts.	1918.	CR.	\$	cts.
Mar. 31	To rental of International Railway of New Brunswick from February 1, 1917, to January 31, 1918.	90,000	00	Mar. 31	By Dominion of Canada	90,000	00
		90,000	00			90,000	00

TRANSCONTINENTAL RAILWAY.

RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	DR.	\$	cts.	1918.	CR.	\$	cts.
Mar. 31	Amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from April 1, 1917, to March 31, 1918, inclusive, at \$50,000 per month.	600,000	00	Mar. 31	By Dominion of Canada	600,000	00
		600,000	00			600,000	00

VALE RAILWAY.

RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	DR.	\$	cts.	1918.	CR.	\$	cts.
Mar. 31	To amount paid Acadia Coal Co. for one year's rental of the Vale Railway from May 1, 1916, to April 30, 1917	1,200	00	Mar. 31	By Dominion of Canada	1,200	00
		1,200	00			1,200	00

ST. JOHN AND QUEBEC RAILWAY.

REVENUE ACCOUNT, Year ended March 31, 1918.

Expenditure.	\$	cts.	Earnings.	\$	cts.
Maintenance of way and structures.	46,669	76	Passenger	29,993	11
Maintenance of equipment	6,744	29	Freight	55,011	55
Traffic	3,162	93	Mails and express	2,999	22
Transportation—Rail line	80,713	93		88,003	88
General	3,681	52	Less—Miscellaneous	23,565	59
	140,972	43		64,438	29
Rental (Income Account)	71,726	24	Balance	148,260	38
	212,698	67		212,698	67

9 GEORGE V. A. 1919

ST. JOHN AND QUEBEC RAILWAY.  
GENERAL BALANCE, Year ended March 31, 1918.

DR.	\$	cts	CR.	\$	cts
To Individuals and Companies ledger	2,627	70	By Dominion of Canada	5,647	63
Cash in transit	47	67	Rents ledger	9	90
Auditor's suspense	221	21	Freight in transit	1,665	55
Station agents	1,425	08			
Province of New Brunswick	2,977	51			
Traffic ledger	23	91			
	7,323	08		7,323	08

ST. JOHN AND QUEBEC RAILWAY.  
STATEMENT OF CASH RECEIVED, Year ended March 31, 1918.

DR.	\$	cts	CR.	\$	cts
To Balance on hand April 1, 1917		Nil.	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1918	116,457	36
Station agents	95,350	66			
Traffic ledger	13,010	22			
Individuals and Companies ledger	7,986	58			
Rents ledger	109	90			
	116,457	36		116,457	36
	116,457	36		116,457	36

ST. JOHN AND QUEBEC RAILWAY.  
STORES ACCOUNT, Year ended March 31, 1918.

DR.	\$	cts	CR.	\$	cts	
To Balance March 31, 1917		104	33	By Issues during year ended March 31, 1918	515	13
Purchases during year ended March 31, 1918	410	80	Sides old material	54	00	
Charges from other Departments	51	00				
	461	80				
	569	13		569	13	

## APPENDIX III

REPORT OF W. A. BOWDEN, CHIEF ENGINEER OF  
THE DEPARTMENT.

OTTAWA, April 1, 1918.

## CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal, with forty-eight locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of Lake Superior, the total distance is 1,351 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William, connection with the main transcontinental line of the Canadian Government Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian Government Railways.

On this through route the approaches to the canals and the channels of 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. The Lachine, Soulanges, Cornwall, Welland, and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau, and Ottawa River canals may be considered geographically as branches of the through east-and-west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu River, from its junction with the St. Lawrence at Sorel to Lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton Island and the Atlantic Ocean.

With the exception of the Trent canal, where the construction of an extension to the present system is still in progress, the work executed on the various canals during the past season has been almost wholly in the nature of improvements and repairs to existing works.

## LACHINE CANAL.

Traffic was carried on uninterruptedly during the entire season. Among the more important items of work performed might be mentioned the overhauling of a number of spare lock gates at Wellington Basin, and the reconstruction of two guide booms above Côte St. Paul and St. Gabriel locks. Certain repairs which had to be made to the bascule bridge at Rockfield necessitated the raising of the bridge in August, 1917, and keeping it out of commission until the opening of navigation this season.

## SOULANGES CANAL.

This canal was operated without interruption during the entire season. A small road bridge at St. Fereol, and another at St. Antoine, were built in concrete to replace existing bridges. An incandescent system of electric lighting for the canal has replaced the former arc lighting system.

## ST. ANN'S LOCK.

The repairs made to this lock were all of a minor nature. The old lockman's house, which had fallen into a bad state of repair, was taken down and rebuilt in a more suitable location. No interruptions to traffic occurred.

## ST. OURS LOCK.

Only such repairs as were necessary for the general maintenance of the lock were performed. No delays to traffic were experienced.

## CARILLON AND GRENVILLE CANALS.

The canal gate lifter was rebuilt and two spare gates at lock No. 4 were taken apart and reconstructed. Traffic was maintained without interruption.

## CHAMBLY CANAL.

General repairs were made to a section of roadway on the west side of the canal for a length of nearly one mile. Two pairs of lock gates were rebuilt.

## BEAUBARNOIS CANAL.

This canal has been under lease to the Canadian Light and Power Company since 1907 and is, with the exception of a few minor works connected with it, no longer under the control of the department. A small amount of general repair work was done on the Hungry Bay dyke, and the ditches on the reserve land have been kept clear of obstructions.

## CORNWALL CANAL.

During the entire season, this canal was operated without accident or interruption to traffic.

Among the more important repairs and improvements carried out during the year the following may be mentioned: the underpinning with concrete of about 75 feet of the southeast retaining wall below lock No. 18, an extension built by the town of Cornwall to their pumphouse west of lock No. 18, the construction of about 2,000 feet of stone underdraining in the new service ground near old lock No. 17, the rebuilding of 300 feet of stone protection wall below lock No. 20, the making of temporary repairs, which are now being made permanent to take care of a cave-in which occurred on the south canal bank a short distance above the upper dam, and which extended for a distance of 50 feet. In addition to the foregoing the usual repairs and improvements of a minor nature, such as rebuilding of gates, the construction of mooring posts, the resetting of coping stones, etc., were carried out.

## FAIRBANKS POINT CANAL.

Extensive repairs were made to the acetylene gas tank.

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## RAPIDE PLAT CANAL.

About 1,100 feet of stone protection wall along the south bank was rebuilt, and on the north bank 800 feet. At lock No. 23, a brick chimney was erected on the lock house, and electric lights installed in place of the former coal oil lights.

## GALOPS CANAL.

On the south side, west of Iroquois, 350 feet of stone protection wall was rebuilt. Near the Iroquois power-house, 100 feet of dry masonry on the south side of the government ditch was taken down and rebuilt. General repairs were also made to the concrete walls of the government ditch. At Cardinal, 860 feet of tile drain was laid along the government road west of the swing bridge. The usual minor repairs also received attention.

## MURRAY CANAL.

About 7,600 feet of stone protection wall was repaired and partially rebuilt. The highway along the north side of the canal was thoroughly repaired, about 300 yards of gravel being placed on it. General repairs to bridges, culverts, ditches, etc., were attended to as usual.

## RIDEAU CANAL.

General repairs of a similar character to those of previous years were carried out during the past season. Traffic was maintained without interruption. The following more extensive repairs and improvements may be noted: At Pretoria Avenue, Ottawa, a new steel lift bridge was constructed over the canal to replace the former bridge near the same site. At Black Rapids, a considerable portion of the lock was taken down and rebuilt in cut-stone masonry. A lay-by pier, 140 feet long, was built at Burritt's Rapids. At Newboro lock, the breast-work above the lock, formerly of cribwork, was rebuilt in concrete. A new storehouse was built at Jones' Falls. Heavy repairs were made to the masonry of the upper lock at Brewer's Lower Mills.

## TRENT CANAL.

The route of the Trent canal, as now in operation and under construction, lies between Trenton on the Bay of Quinté, where direct connection is made with Lake Ontario, and Honey Harbour on Georgian Bay, from which port the waters of the upper great lakes are at once accessible. The portion of the canal now under construction lies between Lake Couchiching and Georgian Bay.

*Canal in Operation.*

That portion of the canal which lies between Trenton and Rice Lake is now practically completed, and it is expected that it will formally be opened for general traffic early in the coming season; the extent of the canal now in operation, or ready for operation, may therefore be stated as about 200 miles, or between Trenton and Washago. In addition to this, other channels maintained would approximate a total of 90 miles.

On those portions of the canal which have been under regular operation, various improvements and repairs were made, among which the following may be mentioned as the more important: Dredging was carried on at Robinson's Island bar, at Yankee Bonnets and near Bobeaygeon. The Kanesis dam was rebuilt in timber, and the decks of the Hawk River and Drag Lake dams were renewed. At Peterboro an oil shed of concrete block construction was erected. There were no serious delays to traffic during the entire season.

9 GEORGE V, A. 1919

*Canal Under Construction.*

*Ontario-Rice Lake Division.*—Under this division is included the portion of the canal which lies between Trenton and the easterly end of Rice Lake, a total distance of 56½ miles. As already noted, this section of the canal is now practically completed, and will be opened for traffic early next season. A detailed description of the various works comprised in its construction and other matters of general interest will be found in last year's report, and also in the reports of several preceding years. The entire work when fully completed will have cost slightly over five million dollars.

*Severn Division.*—Under this division is included the portion of the canal between lake Couchiching and Port Severn, on Georgian Bay, a total distance of 43 miles. In this distance there will be included 4 miles of canal, 5¼ miles of subaqueous channel, and 33¾ miles of deep-river and lake navigation. The rise of about 130 feet between the level of Lake Huron and that of Lake Couchiching will be overcome by five locks. For the regulation of the river levels, fifteen dams will be required. The route of the canal will be crossed by eight steel bridges, five for highway and three for railway traffic. Five of these bridges will be fixed spans, and the remainder swing spans. For construction purposes this division has been subdivided into four sections or contracts known as sections 1, 2, and 3, and the Port Severn section. Section 1 is not yet under contract, and it is not likely that tenders on it will be called for until after the close of the war. The work to be undertaken will include the construction of three locks and two regulating dams, and will extend from deep water in Georgian Bay, near Island No. 181, 17 miles easterly, to a point a little above the Big Chute near the mouth of the Severn River. Section 2, now under contract, extends from the Big Chute to a point above McDonald's Rapids, a distance of 11½ miles. The work included in the contract comprises principally the construction of a dam at Pretty Channel, a dam, lock, and power-house at Swift Rapids, and the reconstruction of the Canadian Northern Railway bridge at Ragged Rapids. The dam at Pretty Channel was completed towards the close of 1915. The dam at Swift Rapids was completed near the close of navigation last season. Since the completion of this dam, the elevation of the water in the river between Swift Rapids and Ragged Rapids has been raised 47½ feet. The power-house at this point has been completed and all machinery installed, and it is expected that the plant will be in operation within a few days. Work on the lock has been proceeding satisfactorily. The excavation for the lock pit is about completed. The concrete work of the lock and the entrance piers is now about two-thirds completed. The upper entrance piers, breast wall, and gate recess walls have been finished, and work on the side walls is well advanced. The swing span of the bridge at Washago for the crossing of the Canadian Northern Railway was completed during the year. The girder approach at the west end has not yet been erected, and the completion of the railway diversion on either side of the bridge has been delayed for want of rails. No further work was done on the substructure of the Ragged Rapids bridge. Section 3, which is about 15½ miles in length, extends from the easterly end of section 2 to deep water in Lake Couchiching. The contract for the work to be undertaken includes the construction of a lock just north of Lake Couchiching, two highway swing bridges, one railway swing bridge, and several small dams near Washago, as well as a large amount of rock and earth excavation. Owing to the conditions resulting from the European War, a surrender of the contract was effected on 1st December last. Of the total amount of work to be performed under the contract, a little more than half has now been completed. Of the work thus far carried out, the following items are among the more important: The excavation for the Couchiching lock is practically completed, and the concrete work on the upper entrance piers, breast, and recess gate walls is well advanced.

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The dredging of the channel in Lake Couchiching is nearly completed. The canal cut across country, from the Muskoka Road bridge to the river, is well advanced. The highway bridge at Muskoka Road is completed and now in use. The construction of the pivot pier only at the Hamlet Highway crossing of the canal has thus far been carried out. The swing bridge for the crossing of the Canadian Northern Railway is complete, except for the erection of the fixed spans at the west end.

## WELLAND CANAL.

During the past year the canal was in operation for a period of eight months. A total of 2,816 vessels passed through it, showing a considerable increase in traffic over both the years immediately preceding. Of the various repairs and improvements carried out during the year, the following may be noted as among the more important: The swing bridge over the canal at the upper end of the locks at Port Colborne was improved by the addition of a 5-foot walk, bracketted at the side. Concrete foot-bridges were erected at lock No. 6 on the old canal over the by-pass at Goose Island. Extensive repairs were made to the under-water structures of the old canal as far down as lock No. 3 reach. On the canal feeder the freshet of this spring did great damage at Dunnville and Port Maitland. At Dunnville the long bridge over the dam was practically demolished by a washout and ice-shove. At Port Maitland damage was done to the east pier just north of the elbow, through undermining. It has not as yet been possible to effect extensive repairs in either case.

## PORT COLBORNE ELEVATOR.

The business handled by the elevator during the past year was slightly less than for the 1916 season, the net earnings showing a decrease of \$11,392.57. This may very largely be accounted for by the fact that oat-bagging was discontinued at the beginning of September. The contract with M. J. Hogan for repairs to the mooring dock west of the elevator was satisfactorily carried out early in the navigation season.

## WELLAND SHIP CANAL.

On account of war conditions, all construction work on the Ship Canal has been suspended during the past fiscal year. All construction contracts have been cancelled. Some little maintenance work has been necessary, the following being amongst the more important items in it: A row of sheet piling had to be driven on the north side of the core of earth between the lake and lock No. 1 to protect it from further washing away by storms. A slide occurred at Queenstown Road crossing which carried out the east abutment of the bridge and damaged the roadway. It was necessary to divert a portion of the highway and to provide underdrainage by a temporary wooden culvert. Another slide occurred at lock No. 3, which caused considerable trouble for a time. Satisfactory steps, however, were taken to check it. Complete details in regard to the general scheme of the Welland ship canal, and of the various works thus far carried out on it, will be found in the reports of the previous years.

## ST. PETER'S CANAL.

The improvement works begun in 1912, which consisted in the construction of a new lock and entrance at the Atlantic Ocean end of the canal, were completed in November, 1917. The total cost of the work was \$561,880. The new lock is 100 feet longer than the old, and the work generally, as completed, is an immense improvement on the old canal. The work carried out during the past season, which led up to the final completion of the canal, consisted principally

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in the dredging of the Atlantic entrance, the construction of over three hundred feet of concrete wall on the concrete cribs at the west side of the entrance, and a general trimming up of the entire work.

A few words of a general nature in regard to this canal and its history may not be out of place in the present report. The St. Peter's canal, which is about half a mile in length, connects the Atlantic with the Bras d'Or lakes of Cape Breton, N.S. It has one tidal lock 300 feet long and 48 feet wide and a depth of 18 feet of water on the sills at extreme low water. The canal was first opened for navigation in 1869, and has since been three times unwatered to permit of extensive repairs and improvements. It is used largely in connection with coal shipments from Sydney, and in the transportation of farm produce from Prince Edward Island to the interior of Cape Breton.

#### SAULT STE. MARIE CANAL.

During the past season this canal was in operation for a period of 236 days. No accidents occurred, nor was traffic at any time delayed. The volume of traffic passing through the canal showed a slight decrease on that of last year. The work of rebuilding the top of the lower south pier in concrete, which was commenced three years ago, was continued last season, and satisfactory progress made. There remains a length of about 200 feet of pier yet to be rebuilt. No other improvements of importance were carried out.

### RAILWAYS.

#### CAR FERRY TERMINALS—NORTHUMBERLAND STRAIT.

This undertaking, which was completed during the past fiscal year, has comprised the construction of harbour works, landing piers, etc., at Cape Tormentine, New Brunswick, and at Carleton Point, Prince Edward Island, and the building of about 3 miles of Railway connecting the Cape Traverse branch of the Prince Edward Island railway with the Carleton Point terminal. The width of Northumberland Strait, between Cape Tormentine and Carleton Point, is 8 miles. A regular ferry service is now in operation.

#### HUDSON BAY RAILWAY.

During the past year the grading of the entire line from The Pas to Port Nelson was completed. Tracklaying was not continued. The main line track, with necessary sidings for the operation of light traffic, extends as before from The Pas to the second crossing of the Nelson River at Kettle Rapids, a distance of 334 miles. The total distance between The Pas and Port Nelson is 421 miles; there remain, therefore, about 90 miles of line over which track has yet to be laid. A large amount of ballasting was done during the year, and many depressed grades and settlements taken out. The piers and abutments of the Kettle Rapids bridge were completed early in the season, and the steel has since been erected. The painting of the structure will be done next season.

#### HUDSON BAY RAILWAY TERMINUS—PORT NELSON, MAN.

The deep-water development of this harbour, consisting of an artificially constructed island situated near the outer edge of the tidal flats, about two-thirds of a mile from shore, connected with the mainland by a bridge of seventeen spans, has progressed satisfactorily. The island as built is now one-half mile in length and enclosed on all but the deep-water face by timber crib retaining works, and the interior has been partly filled with material dredged from the site of the deep-water wharves and channel. The work has been greatly inter-

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ferred with on account of the war, and as only one ship load of material and supplies was delivered, the latter part of the season's work had to be curtailed.

A length of 2,984 feet of timber cribwork was sunk in place in connection with the island work, of which 2,384 was completed to a height of 23 feet. The cribwork has all been filled and partly back-filled with gravel, rock, and other materials.

One ice-protection crib has been built about a mile above the bridge between the island and the shore, for the purpose of breaking up the ice shove in the spring.

Dredging was continued throughout the season, both in the deep-water channel and above Flamboro Head, where 38,000 yards of gravel and rock were obtained for crib filling.

The last sheet of winter ice in the harbour moved out on the 13th June and, though there was ice about for some time afterwards, navigation began on the 13th June with gasoline boats and on the 19th with steam tugs and other craft. One dredge began work on the 1st of the same month.

The first ice appeared in the harbour on the 11th October, and the last boat was taken out of the water on the 23rd of the same month.

Reduction of forces began in September, and after the first of the year 1918 only about twenty men were retained on the work. These were chiefly engaged in test boring and survey work.

## APPENDIX IV.

### REPORT OF C. N. MONSARRAT, CHAIRMAN AND CHIEF ENGINEER, BOARD OF ENGINEERS, QUEBEC BRIDGE.

The status of the work in connection with the construction of the Quebec bridge at the present date, is as follows:—

The work still to be performed at the bridge site is as follows: Completion of the painting; completion of rivetting; completion of concrete sidewalks; completion of handrailing; removal of falsework pedestals, north and south shores; grading and cleaning up around south anchor arm; removal of docks and cribs, north shore; removal of remains of old north main pier; and placing of riprap outside the new north main pier.

The contractor has now 150 men employed on the painting, and it will probably require several months to complete this work. About 100 men are employed on other work on the bridge, and it would appear that some time in the early fall the bridge should be entirely completed and ready to be taken out of the hands of the contractor.

In the office, the staff are engaged in checking up statements of scale weights of all the members that have entered into the construction of the bridge, preparatory to preparing final estimate on the work. They are also engaged in the collection and preparation of all data, plans, etc., for reference at a later date, or for publishing in a final report, if required.

## APPENDIX V.

REPORT OF ALEX. FERGUSON, ENGINEER IN CHARGE OF  
CAPITAL LIFTING RAILS FOR WAR PURPOSES.

On the 21st of May, 1917, instructions were given to proceed with the work of lifting track from the roadbeds of the Grand Trunk Pacific and Canadian Northern Railways between Imrie and Resplendent, Alta., in order to provide steel rails for the use of His Majesty's armies in France, as authorized by order in council No. 1395, dated May 18, 1917.

An organization was immediately created, and the work of lifting track and of transforming the two lines into one commenced.

The Grand Trunk Pacific track between Imrie and Leaman Junction, 13.6 miles; between Obed and Pocahontas, 42.25 miles; and between Geikie and Resplendent, 34.8 miles was lifted and the rails and angle bars shipped to Three Rivers for shipment to France.

The Canadian Northern track between Leaman Junction and Obed, 79.9 miles, and between Snaring Junction and Geikie, 22.05 miles, was lifted and the rails relaid on the Grand Trunk Pacific roadbed between Leaman Junction and Obed, and between Snaring Junction and Geikie, thus releasing the Grand Trunk Pacific rails and fastenings for war purposes as required by the order in council.

The track of the Grand Trunk Pacific between Pocahontas and Snaring Junction was lifted and relaid partly with 60-pound steel and partly with 80-pound Canadian Northern steel in order to release the Grand Trunk Pacific steel for shipment to France, and at the same time preserve rail connection with the coal mines at Pocahontas. This portion of the Grand Trunk Pacific line is being operated as a spur and is, as yet, considered merely temporary. A rearrangement of the main lines may be found necessary in the interests of economy.

The first shipment of steel rails for Three Rivers left Edmonton on the 17th of June, 1917, and the last on the 26th of October, 1917. The total shipments amounted to 23,168 gross tons of rails and 1,110 gross tons of anglebars.

During the months of October, November, and December a considerable amount of work was done on the construction of highways between Otley and Carrot Creek and between Peers and Fulstow in order to give the settlers access to the Grand Trunk Pacific line. Before the close of the fiscal year arrangements were made for the completion of these roads and for the construction of a roadway from Rosevear on the Grand Trunk Pacific to Horner.

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## APPENDIX VI.

AGREEMENT FOR THE PURCHASE OF 600,000 SHARES OF THE  
CAPITAL STOCK OF THE CANADIAN NORTHERN RAILWAY.

AGREEMENT made the first day of October, A.D. 1917,

BETWEEN HIS MAJESTY THE KING, represented herein by the Minister of Finance and Receiver General and the Minister of Railways and Canals, acting under the authority of an Order in Council dated the fifteenth day of November, 1917, and herein called "THE GOVERNMENT" or "HIS MAJESTY" of the First Part, and

MACKENZIE, MANN AND COMPANY, LIMITED herein called "the Owners", of the Second Part, and

THE CANADIAN BANK OF COMMERCE herein called "the Pledgeses", of the Third Part,—

## WITNESSETH:

1. Under the authority of an Act of Parliament of Canada passed at the last session thereof and assented to on the twentieth day of September, 1917, intituled "An Act providing for the acquisition by His Majesty of the Capital Stock of the Canadian Northern Railway Company", the Government agrees to buy, and the owners agree to sell, all of their holdings in the six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value \$60,000,000) not now held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares. The price and terms of such purchase and sale are those hereinafter and in the said Act set forth.

2. The price shall be determined in the manner set out in the Act, namely:—  
The Governor in Council shall appoint an arbitrator, the owners and the pledgeses (being the owners and the pledgeses, respectively, of the majority of the said 600,000 shares) shall appoint another, and the two so appointed shall appoint a third, or, failing agreement as to such appointment, the third arbitrator shall be appointed by the judge of the Exchequer Court of Canada. The said arbitrators shall determine the value of the said 600,000 shares as of the date of this agreement, and the said arbitrators shall proceed in a summary way, and may receive with respect thereto such reports and statements authenticated in such way as they may decide and such evidence as they may deem necessary or helpful. They may examine witnesses under oath and hear parties by counsel or representatives. The determination of the arbitrators shall be final if unanimous, but, if not, shall be subject to appeal as in the said Act provided.

In determining the value of the said 600,000 shares, the arbitrators, should they regard it as expedient to take into consideration the reproduction cost of the Canadian Northern Railway System, shall not include therein the increase in value, due to the war, of labour, material, equipment, or of any property.

Should the value of the said 600,000 shares so determined be the sum of \$10,000,000 or more, the price shall be \$10,000,000. Should the value so determined be less than \$10,000,000, the price shall be the value so determined.

3. The amount of the value determined by the arbitrators shall be paid by the Government as follows:—

Three months after the determination of same and the receipt of the award by the Government; provided that the Government may at any earlier date after such determination pay the whole or such proportion of said price as the Governor in Council may authorize; provided further that there may be deducted from the value of the stock so determined as aforesaid its proportionate share of the amount of any liabilities ascertained by the Government to be outstanding against the Canadian Northern Railway System, or its constituent companies, and undisclosed to, or in excess of the liabilities disclosed to the said arbitrators, apart from ordinary operating liabilities, and apart from liabilities which will be properly chargeable to capital account, unless the corresponding value produced thereby has already been taken into consideration as an asset of the company.

4. The owners covenant with the Government that neither the Canadian Northern Railway Company nor any of its subsidiary or constituent companies will enter into any contract or obligation until the value of said stock is finally determined as aforesaid, except such as may be necessary for the usual and ordinary conduct of the business of the said company, and to be fully performed within six months from the date of any such contract or obligation, unless such contract or obligation is authorized by the Minister of Railways and Canals of Canada.

5. Without delay, after the making of this agreement, at least five-sixths of the said 600,000 shares shall be transferred to the Minister of Finance in trust for His Majesty, free from all liens and charges thereon by the pledgees and free from any other liens, charges and encumbrances thereon.

PROVIDED:—

(A) The necessary qualification shares for the Directors of the said railway company may be transferred to or allowed to remain in their names by the Minister of Finance on such conditions as he may determine, and the same shall be deemed to be part of the said five-sixths, and shall be deemed to be transferred to the Minister of Finance in trust for His Majesty pursuant to this agreement.

(B) Sixteen thousand shares (par value \$1,600,000.00) now held or controlled by the Government of British Columbia as security for the carrying out by the Canadian Northern Pacific Railway Company (Company included in the Canadian Northern Railway System) and the Canadian Northern Railway Company of certain contracts made with said Government, and deposited pursuant to the British Columbia statutes below mentioned, shall be deemed to be transferred to the Minister of Finance in trust for His Majesty pursuant to this agreement when an order or direction to the British Columbia Government, signed by the owners, in form satisfactory to the Minister of Finance, is delivered to him, requiring and directing the said Government to transfer and surrender to the Minister of Finance in trust for His Majesty the said sixteen thousand shares when the terms of the said deposits have been performed by or on behalf of the said companies or otherwise at the discretion of the said Government.

The said shares were deposited as follows:

(a) 5,000 shares (par value \$500,000) were deposited under chapter 3, B.C. statutes of 1910, clause 7 (a) of the agreement in the schedule to said statute.

(b) 4,000 shares (par value \$400,000) were deposited under chapter 32, B.C. statutes of 1912, section 6 (2).

(c) 10,000 shares (par value \$1,000,000) were deposited under chapter 61, B.C. statutes of 1911, section 5, (2).

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6. It is the intention of the parties that the whole of the said six hundred thousand shares shall be acquired by the Minister of Finance in trust for His Majesty pursuant to the terms of this agreement and of the said Act, and any shares in excess of the said five-sixths which the owners may own or control shall be transferred together with the said five-sixths, or as soon as the owners may be able to do so, but should there be any shares forming part of the said six hundred thousand shares not transferred within such period as the Governor in Council may from time to time fix, the authority conferred by the said Act upon the Governor in Council to declare said shares not so transferred to be the property of the Minister of Finance in trust for His Majesty shall be exercised.

7. There shall be retained by the Government out of the purchase price determined as aforesaid a sum representing the price of such untransferred shares pro-rata as part of the said six hundred thousand shares, and from time to time as any of the said shares may be transferred, or as the Governor in Council shall declare any of the said shares not transferred to be the property of the Minister of Finance in trust for His Majesty as provided in the said Act, the pro-rata price therefor shall be paid by the Government to the owners of said shares so transferred or declared, or to such persons as the said owners may direct.

8. The owners shall at all times, if called upon by the Minister of Finance, assist the Government in making arrangements with the creditors of and those holding claims against the Canadian Northern Railway Company or any company included in the Canadian Northern Railway System for payment or settlement of their claims or for postponing the payment thereof.

9. Should the third arbitrator die, resign, refuse or become incapable of acting, his successor shall be appointed by the remaining two, or, failing agreement as to such appointment, such successor shall be appointed by the judge of the Exchequer Court of Canada. Should either of the two die, resign, refuse or become incapable of acting, his successor shall be appointed without delay by the same party hereto by whom his appointment was made.

10. The arbitrators shall have power to employ such legal, engineering, actuarial or other professional or expert assistance as they may require, and the costs thereof shall be deemed to be part of the costs of the arbitration and shall be fixed by the arbitrators.

11. In case the arbitrators or either of the parties desire that the evidence of any person be taken *de bene esse* or out of Canada, the arbitrators may delegate to any person having local authority to administer oaths the power to take such evidence and transmit it to the arbitrators for use upon the reference.

12. The evidence upon the arbitration shall be taken down in shorthand and transcribed by a competent stenographer, duly sworn for that purpose, who shall be appointed by the arbitrators and whose charges shall be part of the costs of the arbitration.

13. The appointment of arbitrators shall be made and the proceedings by the arbitrators commenced and carried on so that their determination of the value shall be made and announced to the parties on or before the first day of March, 1918, or within such further period as the parties hereto may agree upon.

14. The arbitrators shall have power to correct in their award any clerical mistake or error arising from any accidental slip or omission, at any time within two weeks after delivery thereof.

15. The Third Party in its capacity as pledgee of the stock of the second party, at the request of the second party, hereby approves of and consents to the terms of this agreement.

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16. The costs of the arbitration other than the fees of the arbitrators shall be in the discretion of the arbitrators and may be taxed by such officer as they shall appoint for the purpose.

IN WITNESS WHEREOF the parties hereto have executed this agreement.

SIGNED, SEALED AND  
DELIVERED in the pre-  
sence of

G. A. BELL.

T. WHITE,  
*Minister of Finance and  
Receiver General.*

[Seal.]

SIGNED, SEALED AND  
DELIVERED in the pre-  
sence of

F. H. PHIPPEN.

J. D. REID,  
*Minister of Railways and  
Canals.*

[Seal.]

J. W. PUGSLEY,  
*Secretary.*

SIGNED, SEALED AND  
DELIVERED in the pre-  
sence of

A. J. L. TRIGGE.

MACKENZIE, MANN AND  
COMPANY, LIMITED.  
W. MACKENZIE, *President.*

[Seal.]

R. P. ORMSBY, *Secretary.*

THE CANADIAN BANK OF  
COMMERCE,

[Seal]

B. E. WALKER, *President.*  
JOHN AIRD, *General Manager.*

DEPARTMENT OF RAILWAYS AND CANALS

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# CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1918

*PRINTED BY ORDER OF PARLIAMENT.*



OTTAWA  
J. DE LABROQUERIE TACHÉ  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1919.



*To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., C.C.V.O., etc.,  
etc., Governor General and Commander in Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency, Canal Statistics for the year ended December 31, 1918.

All of which is respectfully submitted.

J. D. REID,

*Minister of Railways and Canals.*

To the Honourable J. D. REID,  
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1918.

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,  
*Deputy Minister of Railways and Canals.*

OFFICE OF THE COMPTROLLER OF STATISTICS,  
OTTAWA, April 7, 1919.

G. A. BELL, ESQ., C.M.G.,  
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Canal Statistics for the year ended December 31, 1918.

ABRIDGED REPORT.

The condensed and abridged form of report adopted last year, owing to conditions created by the war, has been continued for 1918.

VOLUME AND DISTRIBUTION OF TRAFFIC.

	Tons.	Increase.	Decrease.
		Tons.	Tons.
Sault Ste Marie.....	12,917,711		2,533,381
Welland.....	2,174,298		316,244
St. Lawrence.....	3,031,134		360,010
Chambly.....	369,186		65,632
St. Peter's.....	59,716		2,538
Murray.....	44,735		12,868
Ottawa.....	167,170		47,665
Rideau.....	54,136		30,413
Trent.....	64,893	15,969	
St. Andrews.....	4,640		2,534
Total.....	18,883,619	15,969	3,371,285

GROSS TRAFFIC SINCE 1915.

	Tons.		Tons.
1905.....	9,371,744	1912.....	47,587,245
1906.....	10,523,185	1913.....	52,053,913
1907.....	20,543,639	1914.....	37,023,237
1908.....	17,502,820	1915.....	15,198,803
1909.....	33,720,748	1916.....	23,583,491
1910.....	42,990,608	1917.....	22,238,935
1911.....	38,030,353	1918.....	18,883,619

## ANALYSIS OF TRAFFIC.

Canals.	Products of the Farm.	Manu- factures.	Products of Forest.	Products of Mines.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
1917.					
Sault Ste. Marie.....	1,513,446	259,983	41,808	11,098,474	12,913,711
Welland.....	287,986	229,829	123,979	1,532,504	2,174,298
St. Lawrence.....	337,862	235,014	397,678	2,060,580	3,031,134
Chambly.....	21,124	30,271	219,387	98,404	369,186
St. Peter's.....	9,790	6,793	1,940	41,193	59,716
Murray.....		7,796		36,939	44,735
Ottawa.....	6,450	19,048	84,540	57,132	167,170
Rideau.....	3,311	9,408	7,378	34,039	54,136
Trent.....	2,155	2,274	59,367	1,097	64,893
St. Andrews.....	7	54	4,579		4,640
Total.....	2,182,131	800,470	940,656	14,960,362	18,883,619

  

	1913.	1914.	1915.	1916.	1917.	1918.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Products of the farm.....	16.44	21.55	34.18	22.00	17.27	11.56
Manufactures.....	3.61	3.29	7.21	3.53	3.65	4.25
Products of forest.....	3.22	4.38	9.83	5.87	5.26	4.94
Products of mine.....	76.73	70.78	48.78	68.60	73.82	79.25

## CANADIAN AND AMERICAN TRAFFIC.

Neither the Canals of Canada nor those of the United States impose tolls. Perfect reciprocity prevails in the use of these artificial waterways.

Year.	Canadian Vessels.		U.S. Vessels.		Freight Tonnage.		
	No.	Tonnage.	No.	Tonnage.	Canada.	United States.	Total.
1905.....	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,502,820
1909.....	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910.....	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911.....	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912.....	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913.....	28,651	12,078,041	10,739	24,238,788	11,130,875	40,923,035	52,053,913
1914.....	26,125	12,050,856	7,742	15,636,414	9,382,206	27,641,031	37,023,237
1915.....	21,575	9,398,207	6,415	7,385,101	6,789,423	8,409,380	15,198,803
1916.....	23,002	9,839,029	6,800	10,660,839	7,486,962	16,096,529	23,583,491
1917.....	21,588	9,831,694	6,534	10,259,772	5,964,369	16,274,566	22,238,935
1918.....	18,909	7,800,972	6,791	9,616,200	3,369,477	15,514,142	18,883,619

## TRANSPORTATION OF CANADIAN WHEAT.

Since 1895 the volume of Canadian wheat annually carried through the Canadian canal at Sault Ste. Marie has been as follows:—

	Bushels.		Bushels.
1895.....	1,087,800	1907.....	34,602,00
1896.....	7,274,000	1908.....	41,793,30
1897.....	9,130,167	1909.....	48,017,83
1898.....	3,456,934	1910.....	51,771,83
1899.....	7,699,267	1911.....	63,611,00
1900.....	5,573,267	1912.....	83,743,03
1901.....	5,893,034	1913.....	101,066,133
1902.....	19,896,800	1914.....	77,467,833
1903.....	25,807,800	1915.....	48,727,911
1904.....	25,250,969	1916.....	82,807,342
1905.....	22,603,500	1917.....	60,551,243
1906.....	26,361,400	1918.....	19,987,255

In 1918 a large volume of Canadian wheat passed through the American canal at Sault Ste. Marie. This was true, in degree, of preceding years.

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## COMPARISON OF 1915, 1916 AND 1917.

	1915.	1916.	1917.	1918.
	Bushels.	Bushels.	Bushels.	Bushels.
Through the Canadian Canal.....	48,727,911	82,807,342	60,551,243	19,937,255
Through the American Canal.....	121,359,950	102,196,325	98,023,019	42,312,016
Total.....	170,117,861	185,003,667	158,574,262	62,299,271

Canadian wheat in the form of flour, had a total of 7,061,913 bushels. There were 1,569,314 barrels of flour, which were calculated into wheat on the basis of  $4\frac{1}{2}$  bushels to the barrel.

The total volume of waterborne wheat in 1917 and 1918 would thus be made up as follows :—

	1917. Bushels.	1918. Bushels.
Through the Canadian canal.....	60,551,243	19,987,255
Through the American canal.....	98,023,019	42,312,016
In the form of flour.....	13,230,850	7,061,913
Total.....	171,805,112	69,361,184

The distribution of Canadian wheat, moved through the Canadian and American canals at Sault Ste. Marie from Port Arthur-Fort William, was as follows :—

From	1915.	1916.	1917.	1918.
Port Arthur-Fort William.	Bushels.	Bushels.	Bushels.	Bushels.
To Montreal.....	3,512,410	1,233,982	1,280,170	728,500
To Georgian Bay ports.....	25,065,999	46,406,749	52,453,042	38,774,391
To other Canadian ports.....	33,067,613	28,029,847	31,369,487	20,633,204
To Buffalo.....	106,784,542	106,349,943	72,872,692	2,158,176
Total.....	168,430,564	182,020,521	157,975,391	62,299,271

“Other Canadian ports” practically means Port Colborne at the western entrance to the Welland Canal.

## MOVEMENT OF CANADIAN WHEAT BY MONTHS, 1918.

1918.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
<i>Canadian Canal.</i>										
Fort William-Port Arthur to Montreal .....	190,000	71,817	50,500	241,633	66,550	46,000	160,000	92,000	816,646	728,500
" Georgian Bay .....	206,600	260,700	564,500	419,000	54,000	98,366	4,283,611	3,175,500	816,646	9,443,323
" Other Can. ports .....		749,000	626,000	419,000	302,000	790,500	2,811,000	1,958,832	1,414,500	9,307,432
" Buffalo .....			445,300	62,700						508,000
Total .....	396,600	1,081,517	1,686,300	753,333	122,550	934,866	7,254,611	5,226,332	2,231,146	19,937,255
<i>American Canal.</i>										
Fort William-Port Arthur to Montreal .....	3,173,174	140,000	959,031	233,000	24,000	268,000	2,183,876	17,802,987	4,487,000	29,331,068
" Georgian Bay .....	498,114	556,268	988,000	152,009	54,500		1,966,000	3,607,550	3,508,331	11,330,772
" Other Can. ports .....	373,759	754,787	400,000					121,630		1,650,176
Total .....	4,045,047	1,451,055	2,347,031	385,009	78,500	268,000	4,149,876	21,592,167	7,995,331	42,312,016
<i>Canadian and American Canals.</i>										
Fort William-Port Arthur to Montreal .....	3,363,174	71,817	50,500	241,633	66,550	46,000	160,000	92,000		728,500
" Georgian Bay .....	704,714	400,700	1,523,531	233,000	78,000	366,366	6,467,487	21,038,487	5,303,664	38,774,391
" Other Can. ports .....	373,759	1,305,288	1,614,000	601,009	356,500	790,500	4,777,000	5,566,382	4,922,831	20,638,204
" Buffalo .....		754,787	845,300	62,700				121,630		2,138,176
Grand total .....	4,441,647	2,532,572	4,033,331	1,138,342	501,050	1,202,866	11,404,487	26,818,499	10,226,477	62,299,271

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There was a large volume of wheat moved during the year 1918 from Port Colborne to Montreal, which might properly be added to the foregoing total for Fort William-Port Arthur to Montreal. Port Colborne was used as a port of transfer. It might, in fact, be assumed that nearly all the wheat moved from the head of the Great Lakes to "other Canadian ports" actually went to Montreal.

A helpful light is thrown on the foregoing table when the monthly totals are reduced to a percentage basis, as follows:—

	1915.	1916.	1917.	1918.		1915.	1916.	1917.	1918.
April.....	4.8	8.6	....	7.1	September.....	7.3	6.1	4.1	1.9
May.....	5.5	16.9	19.2	4.1	October.....	27.5	8.7	19.6	18.3
June.....	2.0	11.9	14.5	6.5	November.....	29.7	12.0	21.6	43.1
July.....	1.9	14.4	6.1	1.8	December.....	20.0	9.6	9.7	16.4
August.....	1.3	11.8	5.2	.8					

## FREIGHT RATES BY WATER.

Carriers by water obtained exceptionally high rates on wheat during the season of 1918, which may be accepted as indicating heavy tolls for all commodities.

Rates of freight over the different routes were as follows:—

	1915.	1916.	1917.	1918.
Port Arthur—Fort William to Montreal—				
Per ton, per mile.....	0.132 cent.	0.205 cent.	0.265 cent.	0.309 cent.
Per bushel.....	4.99 "	7.55 "	9.78 "	11.39 "
Per ton.....	\$1.66	\$2.52	\$3.26	\$3.80
Port Arthur—Fort William to Georgian Bay—				
Per ton per mile.....	0.282 cent.	0.264 cent.	0.270 cent.	0.277 cent.
Per bushel.....	3.54 "	4.10 "	4.25 "	4.32 "
Per ton.....	\$1.18	\$1.37	\$1.42	\$1.44
Port Arthur—Fort William to other Canadian ports—				
Per ton per mile.....	0.124 cent.	0.169 cent.	0.185 cent.	0.205 cent.
Per bushel.....	2.84 "	3.68 "	4.18 "	4.48 "
Per ton.....	94.80 "	\$1.22	\$1.39	\$1.49
Port Arthur—Fort William to Buffalo—				
Per ton per mile.....	0.159 cent.	0.159 cent.	0.196 cent.	0.158 cent.
Per bushel.....	3.97 "	4.27 "	5.00 "	4.11 "
Per ton.....	\$1.32	\$1.42	\$1.67	\$1.37

The rates from Duluth were substantially the same as Port Arthur-Fort William.

In order that the bearing of the foregoing freight rates may be properly understood in their relationship to gross earnings, allowance should be made for the following charges paid by ship owners on all cargoes of wheat moved between Fort William and Montreal:—

Clearing house at Fort William.....	.01 to .03 cent per bush.
Trimmers at Fort William.....	.06 " "
Elevation at Montreal.....	.30 " "
Shovelling at Montreal.....	.20 " "
Total.....	.59 cent per bushel.

To Port Colborne the average deductions would amount to .44 per bushel to Buffalo .41, and to Georgian Bay ports .38.

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## MOVEMENT OF OTHER CANADIAN GRAIN.

A considerable volume of other Canadian grain than wheat passed through the Canadian and American canals at Sault Ste. Marie in 1918.. The facts for the past four years are as follows :—

	1915.	1916.	1917.	1918.
	Bushels.	Bushels.	Bushels.	Bushels.
Oats.....	26,798,488	57,743,636	37,014,644	10,120,625
Barley.....	4,496,509	8,679,607	5,149,725	3,470,358
Flax seed.....	2,068,582	4,931,569	5,073,760	1,588,052
Total.....	33,363,579	71,354,812	47,238,129	15,179,035

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VESSEL AND FREIGHT TONNAGE PASSED THROUGH THE SAULT STE. MARIE CANAL,

Years.	Canadian Vessels.		U.S. Vessels.		Total Vessel No.	Freight Tonnage.		Lockages.	Days Open.	Remarks.	
	No.	Tonnage.	No.	Tonnage.		Canadian.	United States.				Total.
1895	609	126,534	583	623,092	1,192	749,626	595,837	699	87	Canal first opened Sept. 9, 1895.	
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156	4,577,399	3,042	218		
1897	1,909	405,546	2,359	3,391,936	4,268	3,797,482	4,947,065	2,604	238		
1898	1,811	403,931	1,864	2,353,690	3,675	2,757,620	3,055,387	2,520	243		
1899	2,000	558,352	1,769	2,389,457	3,769	2,948,009	3,006,664	2,610	239		
1900	1,700	577,310	1,291	1,617,438	2,991	2,194,748	2,035,677	2,205	238		
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748	2,820,394	2,910	246		
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302	4,729,268	3,418	264		
1903	2,711	1,615,939	1,640	3,146,897	4,351	4,762,746	5,511,868	3,242	256		
1904	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705	5,030,705	3,022	241		
1905	3,970	1,803,299	1,692	2,734,349	5,662	5,537,637	5,473,406	4,031	255		
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124	6,574,039	4,152	263		
1907	3,217	2,154,688	3,132	9,961,281	5,349	12,115,969	15,588,165	4,596	238		
1908	3,259	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	3,667	235	Origin of cargo first shown.	
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,396,495	5,046	240		
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	2,345,619	6,110	248		
1911	2,713	3,108,850	4,068	16,252,340	6,781	19,361,220	3,177,581	6,802	236		
1912	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	6,200	240		
1913	3,279	3,793,434	5,006	22,181,007	8,285	25,974,441	4,954,734	6,266	246		
1914	3,011	3,473,292	2,966	13,827,870	6,977	17,301,162	3,609,747	4,712	239		
1915	3,000	3,041,003	1,331	5,443,812	4,331	8,484,815	2,561,734	4,374	248		
1916	4,595	4,089,937	2,094	8,703,187	6,689	12,793,124	4,155,911	4,777	245		
1917	3,199	3,182,900	2,138	8,712,604	5,337	11,895,504	2,875,590	4,142	237		
1918	3,097	2,436,500	1,992	7,594,042	5,059	10,030,542	1,336,861	4,034	241		

I have the honor to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

TABLE 1.—Comparative Statement of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1917 and 1918.

	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.	Canadian.	United States.	
1917.															
Sault Ste. Marie	248,394	1,916,779	13,548	676,261	449,710	11,113,538	886,465	112,094	1,598,417	13,848,675	15,447,692	2,875,590	12,571,592		
Welland	142,586	689,810	158,690	1,585	13,934	21,966	6,057	1,463,995	313,186	2,177,556	2,490,542	981,914	1,568,628		
St. Lawrence	262,933	795,238	292,214	29,760	17	50	5,257	2,004,666	501,421	2,829,723	3,391,144	1,370,533	2,020,611		
Chambly	3,200	8,006	253,353	15,518				153,841	256,553	178,265	434,818	281,292	153,526		
St. Peter's	14,320	47,734							14,320	47,734	62,254	62,254			
Murray	51,987	2,418						3,198	51,987	5,016	57,003	54,405	3,198		
Ottawa	12,404	141,681		48,392			12,051	307	24,455	190,380	214,835	200,953	13,882		
Rideau	52,285	29,284						2,980	52,285	32,264	84,549	81,330	3,219		
Trent	15,678	33,246							15,678	33,246	48,924	48,924			
St. Andrews	7,003	171							7,003	171	7,174	7,174			
Grand total	803,990	3,695,297	718,024	771,528	463,691	11,135,554	909,830	3,741,081	2,895,505	19,343,430	22,238,935	5,964,369	16,274,566		
1918.															
Sault Ste. Marie	225,857	877,507	9,520	241,094	342,237	10,481,063	651,247	85,156	1,228,861	11,684,850	12,913,711	1,336,861	11,576,850		
Welland	95,285	385,684	76,712		9,023	5,985		1,600,709	181,920	1,962,378	2,174,298	495,607	1,678,691		
St. Lawrence	182,694	407,728	261,309	66,369			6,551	2,105,483	451,554	2,579,580	3,031,134	890,910	2,140,194		
Chambly	2,897	41,823	247,826					106,630	250,723	118,463	369,186	262,556	106,630		
St. Peter's	12,915	45,801							13,915	45,801	59,716	59,716			
Murray	40,370	3,531	35					799	40,405	4,330	44,735	43,904	834		
Ottawa	13,715	83,732							19,852	147,218	167,170	159,700	7,470		
Rideau	34,564	19,572					6,237		34,564	19,572	54,136	50,663	3,473		
Trent	16,796	48,097							16,796	48,097	64,893	64,893			
St. Andrews	4,626	14							4,626	14	4,640	4,640			
Grand total	631,719	1,883,499	595,402	370,949	352,160	10,487,078	664,035	3,808,777	2,243,316	16,640,303	18,883,619	3,369,477	15,514,142		

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TABLE 2.—Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1918.

Canadian Vessels. Steam and Sail.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Sault Ste. Marie.....	3,067	795,809	679,275	220,470	85,128	215,882	290,575	139,320	10,041	1,371,481	1,065,019	2,436,500
Welland.....	2,088	240,192	247,142	641,960	376	9,128	1,668		619,835	891,280	869,021	1,760,301
St. Lawrence.....	5,687	636,131	651,246	760,137	295			1,004	791,115	1,397,262	1,442,656	2,839,918
Chambly.....	1,571	26,008	26,760	16,889					16,745	42,897	43,505	86,402
Ottawa.....	1,165	105,322	107,545	112	2,249			3,564		109,198	109,794	218,992
Rideau.....	1,156	35,673	39,814							35,673	39,814	75,487
St. Peter's.....	1,610	35,770	32,971							35,770	32,971	68,741
Trent Valley.....	3,540	85,413	86,583							85,413	86,583	171,996
Murray.....	438	54,777	54,909	3,786	260			5	836	58,568	56,005	114,573
St. Andrews.....	130	13,117	14,945							13,117	14,945	28,062
Total Canadian.....	18,909	2,028,412	1,941,190	1,643,344	88,308	225,010	292,243	143,893	1,438,572	4,040,659	3,760,313	7,800,972
United States Vessels.												
Sault Ste. Marie.....	1,992	50,790	48,691	52,215	156,365	2,584,338	4,492,448		36,921	2,859,617	4,734,425	7,594,042
Welland.....	1,104	26,851	18,969	213,907	2,146	17,518	10,512	1,378	543,807	259,654	575,434	835,088
St. Lawrence.....	1,610	11,967	5,239	326,897	19,603			10,485	595,916	349,349	620,758	970,107
Chambly.....	1,726			87,120					90,200	87,120	90,200	177,320
Ottawa.....	323	6,299			19,446			8,753		15,052	19,446	34,498
Rideau.....	8	1,658	1,658							1,658	1,658	3,316
St. Peter's.....	4	273	273							273	273	546
Trent Valley.....	9	37	27					63		100	37	137
Murray.....	15			553	177	388	2	4	22	945	291	1,146
St. Andrews.....												
Total United States.....	6,791	97,875	74,897	680,692	197,737	2,602,244	4,502,962	192,957	1,266,866	3,573,768	6,042,432	9,616,200
Grand total Canadian and United States.....	25,700	2,126,287	2,016,087	2,324,036	286,045	2,827,254	4,795,205	336,850	2,705,438	7,614,427	9,802,745	17,417,172

TABLE 3.—Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1918—*Continued*.

Vessels.	Total Number.	From Canadian 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.	
<b>SAULT STE. MARIE CANAL.</b>												
Canadian Vessels, Steam	2,786	773,823	654,737	220,470	82,753	215,882	290,575	137,249	10,041	1,347,424	1,038,106	2,385,530
" " Sail	281	21,986	24,538		2,375			2,071		24,057	26,913	50,970
Total, Canadian	3,067	795,809	679,275	220,470	85,128	215,882	290,575	139,320	10,041	1,371,481	1,065,019	2,436,500
United States Vessels, Steam	1,976	50,095	48,253	52,215	154,661	2,581,338	4,492,448	170,562	36,921	2,857,210	4,732,283	7,589,493
" " Sail	16	695	438		1,701			1,712		2,407	2,142	4,549
Total, United States	1,992	50,790	48,691	52,215	156,365	2,584,338	4,492,448	172,274	36,921	2,859,617	4,734,425	7,594,012
Grand total, Sault Ste. Marie Canal	5,059	846,599	727,966	272,685	241,493	2,800,220	4,783,023	311,594	46,962	4,231,098	5,799,444	10,030,512
<b>WELLAND CANAL.</b>												
Canadian Vessels, Steam	1,726	186,026	199,321	584,217	376	7,088	1,668		545,187	777,331	746,752	1,524,083
" " Sail	362	54,166	47,621	57,743		2,040			74,648	113,949	122,269	236,218
Total, Canadian	2,088	240,192	247,442	641,960	376	9,128	1,668		619,835	891,280	869,021	1,760,301
United States Vessels, Steam	970	6,791	4,413	206,379	1,525	16,371	8,838	1,378	513,160	230,922	527,936	758,858
" " Sail	134	20,057	14,556	7,528	621	1,147	1,674		30,617	28,732	47,098	76,230
Total, United States	1,104	26,851	18,969	213,907	2,146	17,518	10,512	1,378	543,807	259,654	575,434	835,088
Grand total, Welland Canal	3,192	267,043	266,411	855,867	2,522	26,646	12,180	1,378	1,163,642	1,150,934	1,444,455	2,595,389
<b>ST. LAWRENCE CANALS.</b>												
Canadian Vessels, Steam	3,430	355,264	367,462	646,392					663,769	1,001,656	1,031,231	2,032,887
" " Sail	2,257	280,867	283,784	113,735	295			1,004	127,346	395,606	411,425	807,031
Total, Canadian	5,687	636,131	651,246	760,127	295			1,004	791,115	1,397,262	1,442,656	2,840,918



TABLE 3.—Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1918.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
<b>ST. PETER'S CANAL.</b>												
Canadian Vessels, Steam.....	232	10,661	9,470							10,661	9,470	20,071
Sail.....	835	25,169	23,501							25,169	23,501	48,670
Total, Canadian.....	1,067	35,770	32,971							35,770	32,971	68,741
<b>United States Vessels, Steam.....</b>												
Sail.....	4	273	273							273	273	546
Total, United States Vessels.....	4	273	273							273	273	546
Grand total, St. Peter's Canal.....	1,071	36,043	33,244							36,043	33,244	69,287
<b>TRENT VALLEY CANAL.</b>												
Canadian Vessels, Steam.....	2,711	61,187	61,517							61,187	61,517	122,704
Sail.....	829	24,226	25,006							24,226	25,006	49,292
Total, Canadian.....	3,540	85,413	86,583							85,413	86,583	171,996
United States Vessels, Steam.....	9	37	37					63		100	37	137
Sail.....												
Total, United States.....	9	37	37					63		100	37	137
Grand total, Trent Valley Canal.....		85,450	86,620					63		85,513	86,620	172,133
<b>MURRAY CANAL.</b>												
Canadian Vessels, Steam.....	342	37,354	37,459		260				5	40,146	38,555	78,7
Sail.....	96	17,423	27,450		999					18,422	17,450	35,872
Total, Canadian.....	438	54,777	54,909		3,786			5		58,568	56,005	114,573

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United States Vessels, Steam	15				553	177	388	2	4	22	9 45	201	1,146
“ Sail													
Total, United States	15				553	177	388	2	4	22	945	201	1,146
Grand total, Murray Canal	453	54,777	54,909	437				2	9	858	59,513	56,206	115,719
ST. ANDREWS CANAL													
Canadian Vessels, Steam	99	9,290	9,171								9,290	9,171	18,461
“ Sail	31	3,827	5,774								3,827	5,774	9,601
Total, Canadian	130	13,117	14,945								13,117	14,945	28,062
United States Vessels, Steam													
“ Sail													
Total, United States													
Grand total, St. Andrews Canal	130	13,117	14,945								13,117	14,945	28,062

TABLE 4.—Comparative Statement of all the Canals, for the years ending December 31, for 1917 and 1918.

Articles.	1917.	1918.	Increase.	Decrease.
<b>CLASS NO. 1.</b>	<b>Tons.</b>	<b>Tons.</b>	<b>Tons.</b>	<b>Tons.</b>
Canadian Vessels, Steam.....	8,069,255	6,401,007		1,668,248
"    Sail.....	1,762,439	1,399,965		362,474
United States Vessels, Steam....	9,934,251	9,202,963		731,288
"    Sail.....	325,521	413,237	87,716	
<b>Total Class No. 1.....</b>	<b>20,091,466</b>	<b>17,417,172</b>	<b>87,716</b>	<b>2,762,010</b>
<b>CLASS NO. 2.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Passengers.....	244,819	212,151		32,668
<b>CLASS NO. 3.</b>	<b>Tons.</b>	<b>Tons.</b>	<b>Tons.</b>	<b>Tons.</b>
Barley.....	137,518	145,620	8,102	
Buckwheat.....	16	4		12
Corn.....	15,658	3,626		12,032
Oats.....	398,376	231,240		167,136
Rye.....	5,789	27,805	22,016	
Flax.....	35,232	54,788	19,556	
Peas.....	112	67		45
Wheat.....	2,815,253	1,330,740		1,484,513
Flour.....	356,428	319,733		36,695
Hay.....	23,628	32,682	9,054	
Other Mill Products.....	32,872	5,525		27,347
Fruit and vegetables.....	3,449	3,578	129	
Potatoes.....	3,361	4,209	848	
Live stock.....	1,249	1,167		82
Poultry, game and fish.....	2,451	3,224	773	
Dressed meats.....	128	8,851	8,726	
Other packing house products..	688	327		361
Hides and leather.....	107	41		66
Wool.....	115	1,293	1,178	
All other animal products.....	8,701	7,608		1,093
<b>Total Class 3.....</b>	<b>3,841,131</b>	<b>2,182,131</b>	<b>70,382</b>	<b>1,729,382</b>
<b>CLASS NO. 4.</b>	<b>Tons.</b>	<b>Tons.</b>	<b>Tons.</b>	<b>Tons.</b>
Agricultural implements.....	22,160	1,296		20,864
Cement, bricks and lime.....	25,107	4,869		20,238
Household goods and furniture..	5,879	1,807		4,072
Iron—pig and bloom.....	7,466	7,991	525	
Iron and steel, all other.....	44,555	61,606	17,051	
Petroleum and other oils.....	200,857	251,105	50,248	
Sugar.....	6,834	16,904	10,070	
Salt.....	21,915	26,315	4,400	
Wines, liquors and beers.....	4,448	1,884		2,564
Merchandise not enumerated.....	473,937	426,693		47,244
<b>Total Class 4.....</b>	<b>813,158</b>	<b>800,170</b>	<b>82,294</b>	<b>94,982</b>
<b>CLASS NO. 5.</b>	<b>Tons.</b>	<b>Tons.</b>	<b>Tons.</b>	<b>Tons.</b>
Pulpwood.....	692,737	510,868		181,869
Sawed lumber.....	408,846	370,315		32,531
Square timber.....	5,273	1,731		3,542
Shingles.....	1,994	3,408	1,414	
Other woods.....	61,552	48,334		13,218
<b>Total, Class 5.....</b>	<b>1,170,402</b>	<b>940,656</b>	<b>1,414</b>	<b>231,160</b>

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Articles.	1917.	1918.	Increase.	Decrease.
CLASS No. 6.	Tons.	Tons.	Tons.	Tons.
Hard coal.....	832,924	593,411		239,513
Soft coal.....	3,887,353	3,870,350		17,003
Coke.....	4,907	4,500		407
Copper ore.....	8,644	22,107	13,463	
Iron ore.....	11,140,499	10,102,495		1,038,004
Other ore.....	27,708	14,473		13,235
Sand, etc.....	512,209	353,026		159,183
Total, Class 6.....	16,414,244	14,960,362	13,463	1,467,345
Grand total.....	22,238,935	18,883,619	167,553	3,522,869

Net decrease 3,355,316 tons.

TABLE 7 (No. 1)—General Statement showing the Quantity of each Article Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1917.

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.		to		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canada.	U.S.
Agricultural implements	250								250		250		
Barley	53,927	5				30,545	1,560		1,560	84,472	86,032	250	32,105
Cement, bricks, etc.	431								431	5	436	53,927	
Coal, hard	5								431		436	436	
" soft.	3,271		200		49,550		29,270		78,825	3,200	82,025		82,025
Coke					252,156		608,394		864,021		864,021	5	864,016
Flax							4,500		4,500		4,500		4,500
Flour	18,900					20,591			4,500	45,641	45,641	25,050	20,591
Fruits and vegetables.	115,053	126			171,200				286,253	126	286,253	115,053	171,200
Hay	55								55		55	55	
Iron, pig and bloom	3,055								3,055		3,055	3,055	
Iron and steel, all other.	3,307	210			2,294				5,601	210	5,811	2,937	2,854
Merchandise	189,269	4,947			13,973		2,523		205,765	15,669	221,434	201,639	19,775
Oats	83,740				4,290				88,030	94,854	94,854	83,740	11,114
Other Mill Products.	1,273				8,615		740		10,628	2,013	12,641	1,273	9,368
Woods	476	740	256						732	740	1,472	1,472	
" other.	5,629	10,880			6,832				12,461	10,880	23,341	16,509	6,832
Copper										22,107	22,107		22,107
Iron									5,000	10,097,480	10,102,480	198,238	9,904,222
Petroleum	6,147				9,868,405		5,000		6,147	22,107	28,254	6,147	
Poultry, game and fish	128								128	128	128	128	
Pulpwood	8,175		9,064			11,940			17,239	11,940	29,179	17,239	11,940
Rye	3,052				24,746				27,798	27,798	27,798	3,052	24,746
Sawed lumber	369				6,980				369	7,944	8,313	1,333	6,980
Shingles	47				2,844					2,844	2,844		2,844
Square Timber													
Sugar	75				270				345		345	75	270
Salt	5,343				17,162				22,505		22,505	5,343	17,162
Wheat	584,377	102			306,896				891,273	969,250	969,250	584,377	369,642
Wool					1,185					1,287	1,287	1,185	
Total Freight	225,857	877,507	9,520	241,094	342,237	10,481,093	651,247	85,156	1,228,861	11,684,850	12,913,711	1,336,861	11,576,850

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TABLE 7 (No. 2)—General Statement showing the Quantity, of each Article Transported on the Welland Canal during the Season of Navigation in 1918.

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.		Canada.	U.S.
Agricultural implements	600								600		600		
Barley		29,286								29,286	29,286		
Coal, Hard			1,000						1,000		1,000		1,000
"    soft				3,015					1,398,343		1,401,358		1,401,358
Corn									1,697		1,697		1,697
Dressed Meats		4,275							4,421		4,421		4,421
Flax		1,668							4,275		4,275		4,275
Flour									14,644		15,594		12,976
Hay			950						3,490		3,490		3,490
Iron, pig and bloom		441							1,235		2,936		794
Iron and steel, all other		5,612		100					11,814		17,426		11,814
Merchandise		39,074							11,682		50,791		11,681
Oats			35						39,109		66,900		41,044
Ore, all other		46,847							20,053		8,923		8,923
Petroleum		98,428							59,378		158,006		96,652
Pulpwood		48,228							121,755		121,755		121,755
Sawed Lumber				1,460					764		2,224		2,224
Sugar		60									60		60
Sand and stone		45,650							75,573		121,223		45,650
Wheat		159,088							160,123		162,323		40,342
Total Freight	95,285	385,684			9,923				1,600,709		181,920		495,607
			76,712	5,985					1,992,378		2,174,298		1,678,691



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TABLE 7 (No. 4)—General Statement showing the Quantity of each Article Way Transported on the Welland Canal during the Season of Navigation in 1918.

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.		Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Canadian.	U.S.
Coal, soft.....						18,797			18,797			18,797
Merchandise.....												1
Petroleum.....		8,874							8,874		8,874	
Pulpwood.....	48,228								48,228		48,228	
Sand and stone.....		45,650				75,573			121,223		45,650	75,573
Total Freight.....	48,228	54,525				94,370			148,895		102,753	94,370

TABLE 7 (No. 5)—General Statement showing the Quantity of each Article Transported on the St. Lawrence Canals during the Season of Navigation in 1918.

Articles	From Canadian to Canadian 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.		Canadian.	U. States
	Agricultural implements	75	2					75	2	77	
All other animal	841	2,352					841	2,352	3,193		
Barley	2	30,132					2	30,132	30,134		
Buckwheat	2	647					2	647	4		
Cement, bricks, etc.	1,781	265	530				2,311	422,990	2,958	2,163	795
Coal, hard.	3,393	425,888			422,290		3,393	422,495	425,888	2,15	425,673
" soft.	1,298	1,580	308		1,545,922		1,606	1,547,502	1,549,108	2,878	1,546,230
Corn	34	837			856		34	1,693	1,727	34	1,693
Dressed meats.	2				4,421		2	4,421	4,423	2	4,421
Flax.	4,871						4,871	4,871	4,871	4,871	
Flour	931	3,233	950		10,728		1,881	13,961	15,842	5,114	10,728
Fruits and vegetables.	243	423					243	423	666	666	
Hay	6,301	2,111			902		6,301	3,073	9,374	8,096	1,278
Hides and leather	3	2					3	2	5		
Household goods	545	660					545	660	1,205	1,205	
Iron, pig and bloom.	834	898					834	898	1,732		
Iron and steel, all other.	3,295	20,069	3		11,948		3,298	32,017	35,315	23,367	11,948
Live stock	99	245					99	245	344	344	
Merchandise	30,938	47,848			2,802		33,740	58,514	92,254	78,795	13,459
Oats.	205	39,174			28,475		205	67,649	67,854	36,329	31,525
Other Mill Products.	344	1,058					344	1,058	1,402	1,402	
" Packing House Products.	34	26					34	26	60	60	
" Woods	2,997	168					2,997	168	3,165	3,165	
Ore, all other	17,891	63,785			487		18,378	67,206	85,584	81,676	3,908
Peas	8	4					8	4	12	12	
Petroleum	7,657	14,682			62,325		7,657	77,007	84,664	22,339	62,325
Poultry, game, and fish	10	23					10	23	33	33	
Potatoes.	90	213					90	213	303	303	
Pulpwood	36,339		259,156				298,519		298,519	298,519	
Rye	18,162	10,695			49		18,162	77,113	95,275	95,275	49
Sawed lumber	4	100	66,369				4	100	104	104	
Shingles	335	280					335	280	615	615	
Square timber.	14,454	170					14,454	170	14,624	14,624	
Sugar.	1,061	52					1,061	52	1,113	1,113	
Salt	31,201	160,732	2,200		3,480		33,401	161,212	197,613	171,451	26,162
Wheat	684	388					684	388	1,072	1,072	
Wines, liquors and beers	1						1		1	1	
Wool.											
Total Freight	153,694	407,728	261,309	66,369	6,551	2,105,483	451,554	2,579,580	3,031,134	890,940	2,140,194

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TABLE 7 (No. 6)—General Statement showing the Quantity of each Through Article Transported on the St. Lawrence Canals during the Season of Navigation in 1918.

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.		Canadian.	U. States.
Agricultural implements	1								1		1		
All other animal.	51	56							57	56	113		
Barley		30,132								30,152	30,132		
Cement, bricks, etc.	757	2							757		759		
Coal, hard	1,875								1,875	409,914	411,789		411,789
" soft.										1,543,053	1,543,053		1,543,053
Dressed meats		4,421								4,421	4,421		4,421
Flax		4,871								4,871	4,871		4,871
Flour	10	3,013								13,741	14,701		10,728
Fruits and vegetables	1	164							960	164	165		
Hay		316							1	1,278	1,278		1,278
Household goods	237	494							237	494	731		
Iron, pig and bloom	447	442							447	442	889		
Iron and steel, all other	1,532	15,783							1,532	27,728	29,260		11,945
Live stock													
Merchandise	25,579	42,528							25,579	51,852	77,431		9,324
Oats	1	38,979							1	67,454	67,455		31,525
Other mill products	140								140		140		
" Packing house products													
" Woods													
Petroleum	1,078	14,391							1,078	76,716	77,794		62,325
Pulpwood	36,939								2,424	298,519	298,519		298,519
Sawed lumber		259,156								49	49		49
Sugar	13,462	16							13,462	16	13,478		
Salt	18	4							18	4	22		
Wheat	1	158,520							2,201	162,000	164,201		26,162
Wines, liquors, and beers	22	356								356	378		
Total Freight	82,157	314,494							2,424	2,080,255	2,741,636		2,112,599



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TABLE 7 (No. 8)—General Statement showing the Quantity of each Article Transported on the Chambly Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
											Up.		
Agricultural implements	146	1							146	1	147	147	
Cement, bricks, etc.	232								232		232	232	
Coal, hard	30	4				80,201			30	80,205	80,235	34	80,201
Coal, soft	15					10,119			15	10,119	10,134	15	10,119
Corn	136								136		136	136	
Dressed meats		2								2	2	2	
Flour	486	26							486	26	512	512	
Fruits and vegetables	25	1,750							25	1,750	1,775	17,775	
Hay	200	8,245	8,906						9,106	8,245	17,351	17,351	
Household goods	14	7							14	7	21	21	
Iron, pig and bloom	13								13		13	13	
Iron and Steel, all other	217	8							217	8	225	225	
Live stock	2	154							2	154	156	156	
Merchandise	447	502	20,093			8,275			20,540	8,777	29,317	21,042	8,275
Oats	6	370							6	370	376	376	
Other mill products	368	292							368	292	660	660	
Other packing house products	6	1							6	1	7	7	
Other Woods	70	391	560						630	391	1,021	1,021	
Peas	3	7							3	7	10	10	
Petroleum	93								93		93	93	
Poultry, game and fish		2								2	2	2	
Potatoes	81	40							81	40	121	121	
Pulpwood			42,329						42,329		42,329	42,329	
Sawed lumber	52	26	175,938						175,990	26	176,016	176,016	
Shingles	21								21		21	21	
Sugar	90	5							90	5	95	95	
Salt	116								116		116	116	
Wheat	16								16		16	16	
Wines, liquors and beers	12								12		12	12	
Wool													8,035
Sand						8,035				8,035	8,035		
Total freight	2,897	11,833	247,826			106,630			250,723	118,463	369,186	262,556	106,630

TABLE 7 (No. 9)—General Statement showing the Quantity of each Article Transported on the St. Peter's Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian, U. States.	Canadian, U. States.
Agricultural implements	1								1		1		1
All other animal	60								60		60		60
Barley	1								1		1		1
Cement, bricks, etc.	98	32							98	32	130		130
Coal, hard	6								6		6		6
Coal, soft		40,462								40,462	40,462		40,462
Dressed meats	3								3		3		3
Flour	630	91							630	91	721		721
Fruits and vegetables	678	12							678	12	690		690
Hay	117								117		117		117
Hides and leather	3								3		3		3
Household goods	20	52							20	52	72		72
Iron and steel, all other	52	10							52	10	62		62
Live stock	10								10		10		10
Merchandise	3,200	1,067							3,200	1,067	4,267		4,267
Oats	897	10							897	10	907		907
Other mill products	495	107							495	107	602		602
Other packing-house products	179	15							179	15	194		194
Other woods	48	220							48	220	268		268
Ore, all other		215								215	215		215
Petroleum	581	62							581	62	643		643
Poultry, game and fish	229	2,786							229	2,786	3,015		3,015
Potatoes	3,462								3,462		3,462		3,462
Sawed lumber	1,419	26							1,419	26	1,445		1,445
Shingles	213	9							213	9	222		222
Square timber	5								5		5		5
Sugar	193	24							193	24	217		217
Salt	1,282	87							1,282	87	1,369		1,369
Wines, liquors and beers	32								32		32		32
Wool	1								1		1		1
Stone, etc	510								510		510		510
Total freight	13,915	45,801							13,915	45,801	59,716		59,716



TABLE 7 (No. 11)—General Statement showing the Quantity of each Article Transported on the Ottawa Canals during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	72	9							72	9	81	81	
All other animal	49	2,085							49	2,085	2,134	2,134	
Barley	2								2		2	2	
Buckwheat											2	2	
Cement, bricks, etc.	679	62							679	62	741	741	
Coal, hard.	616								893		893	893	
Coal, soft.	1,270								3,104		3,104	2,442	
Corn	30	1							3,30	1	31	31	
Dressed meats.	1								1		2	2	
Flour	523	101							523	101	624	624	
Fruits and vegetables.	136	122							136	122	258	258	
Hay.	19	1,573							19	1,573	1,592	1,592	
Hides and leather	15										15	15	
Household goods.	230	106							230	106	336	336	
Iron, pig and bloom.	142	38							142	38	180	180	
Iron and steel, all other.	1,115	147							1,115	147	1,262	1,262	
Live stock.	63	295							63	295	358	358	
Merchandise	4,830	4,185							8,965	4,185	13,150	9,015	4,135
Oats.	198	37							198	37	235	235	
Other mill products.	150	537							150	537	687	687	
Other packing house products	32	5							32	5	37	37	
Other woods.	10	2,755							10	2,755	2,765	2,765	
Peas		16									16	16	
Petroleum	579	381							579	381	960	960	
Poultry, game and fish.	21	25							21	25	46	46	
Potatoes	39	248							39	248	287	287	
Sawn lumber	585	17,431							585	80,375	80,960	80,960	
Shingles	4	115							4	119	119	119	
Square timber		154								696	696	696	
Sugar	895	87							895	87	985	985	
Salt	839	6							839	6	845	845	
Wheat	102	21							102	21	123	123	
Wines, liquors and beers	470	38							470	38	508	508	
Wood.		1								1	1	1	
Sand and stone.		53,135								53,135	53,135	53,135	
Total freight.	13,715	83,732							19,952	147,218	167,170	159,700	7,470

TABLE 7 (No. 12)—General Statement showing the Quantity of each Article Transported on the Rideau Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	41	60							41	60	101	101	
All other animal	192	1,998							192	1,998	2,190	2,190	
Barley		11								11	11		
Cement, bricks, etc.	181	132							181	132	313	313	
Coal, hard		1,336								3,230	3,230		
Coal, soft	1	130					1,894			437	438	131	3,166
Corn		35					307		1	35	35	35	307
Flour	5	137								5	137	142	
Fruits and vegetables	15	18								15	18	142	
Hay	620	12							620	12	33	33	
Hides and Leather		15								15	15		
Household goods	71	47							71	47	118	118	
Iron, pig and bloom	46	9							46	9	55	55	
Iron and steel, all other	957	72							957	72	1,049	1,049	
Live stock	20	39							20	39	59	59	
Merchandise	3,857	2,230							3,857	2,230	6,087	6,087	
Oats		5								5	5		
Other mill products		140								140	140		
Other packing house products	28	1							28	1	29	29	
Other woods	353	80							353	80	433	433	
Ore, all other													
Petroleum	233	329							233	329	562	562	
Poultry, game and fish	4								4		4	4	
Potatoes	3	7							3	7	10	10	
Pulpwood		740								740	740		
Sand and stone	24,571	5,800							24,571	5,800	30,371	30,371	
Sawed lumber	892	5,118							892	5,118	6,010	6,010	
Shingles	31	2							31	2	33	33	
Square timber	160	2							160	2	162	162	
Sugar	400	107							400	107	507	507	
Salt	316	49							316	49	365	365	
Wheat		5								5	5	5	
Wines, liquors and beers	171	20							171	20	191	191	
Wool		1								1	1	1	
Total Freight	33,228	18,707					2,201		33,228	20,908	54,136	50,663	3,473

TABLE 7 (No. 13)—General Statement showing the Quantity of each Article Transported on the Trent Valley Canal during the Season of Navigation of 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.		U. States
Agricultural implements	33	5							33	5		38		
All other animal	31								31			31		
Barley	152								152			152		
Cement, bricks, etc.	32	27							32	27		59		
Coal, hard	134	684							207	684		891		
Coal, soft	207								3			3		
Dressed meats	3													
Flax	45								45			45		
Flour	30								30			30		
Fruits and vegetables	21	50							21	50		71		
Hay	34	11							34	11		45		
Household goods	9	1							9	1		10		
Iron, pig and bloom	2								2			2		
Iron and steel, all other	190	39							190	39		229		
Live stock	1,106	969							1,106	969		2,075		
Merchandise	109								109			109		
Oats	19	2							19	2		21		
Other mill products	12,563	23,214							12,563	23,214		35,777		
Other woods	15								15			15		
Ore, iron	30								30			30		
Peas	27	3							27	3		30		
Petroleum	22	4							22	4		26		
Potatoes	30	18,316							30	18,316		18,346		
Pulpwood	6								6			6		
Rye	57								57			57		
Sand	453	4,473							453	4,473		4,926		
Sawed lumber	46	19							46	19		65		
Shingles	21	232							21	232		253		
Square timber	11								11			11		
Sugar	2								2			2		
Salt	1,401								1,401			1,401		
Wheat	1	1							1	1		2		
Wines, liquors and beers	1								1			1		
Wool														
Total Freight	16,797	48,096							16,797	48,096		64,893		

TABLE 7 (No. 14)—General Statement showing the Quantity of each Article Transported on the St. Andrews Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States. to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Household goods.....	7								7		7	7	
Live stock.....		7								7	7		7
Merchandise.....	40								40		47	47	
Other woods.....	3,443								3,433		3,433	3,433	
Sawed lumber.....	1,146								1,146		1,146	1,146	
Total Freight.....	4,626	14							4,626	14	4,640	4,640	

