

DOMINION OF CANADA

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ANNUAL REPORT  
OF THE  
DEPARTMENT OF RAILWAYS  
AND CANALS

For the Fiscal Year from April 1, 1924,  
to March 31, 1925

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



OTTAWA  
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1925

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ANNUAL REPORT

DEPARTMENT OF RAILWAYS  
AND CANALS

To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B.,  
G.C.M.G., M.V.O., 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 fiscal year ending March 31, 1925.

GEORGE P. GRAHAM,  
*Minister of Railways and Canals.*

REPORT  
OF THE  
DEPUTY MINISTER OF RAILWAY AND CANALS

FOR THE YEAR ENDING MARCH 31, 1922  
BY THE HON. MRS. J. H. HARRIS  
MINISTER OF RAILWAYS AND CANALS

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# REPORT

## OF THE

# DEPUTY MINISTER OF RAILWAY AND CANALS

FOR THE YEAR ENDING MARCH 31, 1925.

To the Right Hon. GEORGE P. GRAHAM,  
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the annual report of the Department of Railways and Canals for the fiscal year ended March 31, 1925. Those portions of the report dealing with the operation of the Canadian National Railways and subsidiary concerns of necessity refer to the calendar year as required by standard railway accounting practice.

Following the reorganization of the management and the consolidation of Canadian National lines, as set forth from year to year in previous annual reports, the results of operation are given in consolidated form, and in such report the details of individual operations of component parts are now merged. During the period of absorption and reorganization it has been the practice to bring down separately, for purposes of comparison and contrast with previous years, statements showing the financial results of operation of the several roads and systems which are now operated as a whole. Now that the transition period has been passed and the financing of the system is being done almost entirely in the name of and by the Canadian National Railway Company, the financial relationships are largely a matter of intercorporate book-keeping. It has, therefore, become increasingly difficult to bring down both system and corporate reports, and while corporate financial results will, as far as may be necessary, be carefully preserved in the books and records of the Canadian National Railway Company, the practice of bringing down separate statements of operation of the component parts of the system will, after the issue of this report, in all probability be a thing of the past.

### MILEAGE AT DECEMBER 31, 1924

The following statement sets out in brief form the mileage comprised in the Canadian National System, the controlled but separately operated mileage, as well as the mileage of the electric lines. Although new mileage is gradually being placed in operation, especially in Western Canada, and the Inverness Railway and Coal Company, 60.07 miles, was taken over under lease, April 1, 1924, the mileage today is less than it was in 1921. This is due in part to corrections, but chiefly to the deductions of mileage now rendered inactive by coordination and economies in operation under the reorganized management. The mileage figures as of December 31, 1924, are as follows:

	<i>Miles</i>	
System steam mileage.....	21,872.19	
Controlled by constituent companies, but separately operated—		
Central Vermont.....	483.47	
Thousand Island Railway.....	6.00	
	22,361.66	
Total steam.....		22,361.66
<i>Electric</i>		
Canadian National Electric Lines—		
Toronto Suburban.....	58.31	
Niagara, St. Catharines and Toronto.....	61.84	
	120.15	
Montreal and Southern Countries.....	53.66	
Oshawa Railway Company.....	9.43	
	183.24	
Total Electric.....		183.24
Total—all lines.....		22,544.90

	1923	1924	Changes
Owned mileage.....	20,296.12	20,267.60	Dec. 28.52
Leased mileage.....	1,448.72	1,503.70	Inc. 54.98
Trackage rights.....	106.05	100.89	Dec. 5.16
	21,850.89	21,872.19	
	1923	1924	Changes
Atlantic Region.....	2,760.06	2,803.83	Inc. 43.75
Central Region.....	7,830.91	7,669.24	Dec. 161.67
Grand Trunk Western Lines.....	991.69	991.69	.....
Western Region.....	10,268.21	10,407.43	Inc. 139.22
	21,850.89	21,872.19	
Net increase in operated mileage.....			21.30 miles

## OPERATING RESULTS—1924

Traffic during the first three months of 1924 was in excess of that of the same period in 1923. Much of this was due to the movement, early in the year, of the previous year's crops. During the remainder of the year business was in a depressed condition and Canadian National revenues, in common with those of other railways, suffered also because of the relatively small grain crop and consequent diminished movement. Owing to these reasons operating revenues decreased by \$17,547,305.06. The decrease in freight earnings was more than met by reductions in operating expenses aggregating \$14,360,907.46. Including the Central Vermont, the gross operating revenue for 1924 was \$243,968,934.94 and the gross operating expenditure \$225,642,058.50, leaving the net revenue from railway operation \$18,326,876.44, as compared with \$21,381,548.69 in 1923. After the deduction of taxes and non-operating charges, and the addition of non-operating income, the railways had \$15,001,534.50 to apply on fixed charges, compared with \$13,364,875.65 the previous year. Fixed charges, which were \$66,144,226.34 in 1923 had grown to \$70,759,016.23 in 1924, so that although the railways were able to provide almost two millions more towards meeting them, the total deficit nevertheless increased from \$52,779,350.69 in 1923 to \$55,757,481.73 in 1924.

## FINANCIAL RETROSPECT

It is now possible to review the financial developments of the past five years in the national railway situation. The reorganization of the management, in October, 1922, has resulted in marked improvement in operating results, improvement which it has been possible by reason of economies, to maintain, notwithstanding decreases in traffic and lower rates. The net operating results for the five year period were as follows:—

Calendar year 1920, deficit.....	\$34,532,701 76
“ 1921, “.....	11,543,577 69
“ 1922, surplus.....	2,886,711 55
“ 1923, “.....	20,430,649 08
“ 1924, “.....	17,244,251 48

## PROPERTY IMPROVEMENTS

The rundown state of the properties taken over has necessitated the provision of a great deal of capital, and during the last five fiscal years \$243,756,781 has had to be provided on investment account—new construction, betterments, property acquisitions, and new equipment. This, however, does not represent the total financial requirements, as during the five calendar years under review \$572,825,435.69 was added to the debt of the railways now comprising the National System—\$112,781,639.27 being debt due the investing public and \$460,043,854.42 debt due the Canadian Government.

## THE CASE OF THE GRAND TRUNK

It is now five years since the Canadian Government became responsible for Grand Trunk financing, and in view of the remarkable attitude of a section of the British press it is worthy of note that during that period the Grand Trunk has required loans and advances from the Government amounting to \$103,578,-

182.33, as well as \$15,000,000 on Grand Trunk Pacific account. And in addition to the guarantee in perpetuity of interest on certain debenture stocks, as set out in the acquisition agreement—stocks aggregating a par value of \$216,207,141, with interest requirements totalling \$8,988,633.77 annually—the Government has also guaranteed, on Grand Trunk account, since acquisition, two bond issues of twenty-five million dollars each, and floated an equipment note issue of \$12,000,000.

#### GUARANTEED BOND ISSUES

Prior to the reorganization and the bringing into effect of the Act to incorporate the Canadian National Railways (Chap. 13, 1919) in January, 1923, it was the practice, in the guaranteeing of bonds for railway purposes, to float the issues in the name of the particular corporate entity which actually required the financial assistance. Thus it was a comparatively easy matter, from the published reports, to trace the growth of such financing from year to year. Since reorganization, and under the legal status now pertaining to the Canadian National Railway Company, guaranteed bond issues are floated in the new corporate name of the Canadian National Railway Company, and from the sums realized by the sale of these guaranteed securities the various intercorporate necessities within the system are supplied. The issues themselves are of printed public record, but the allocation of the various sums advanced is now entirely a matter of company book-keeping and departmental record. A statement concerning the guaranteed bond issues which have been put out since reorganization will be found appended. From these issues, there has been advanced to the Grand Trunk Railway, by the Canadian National Railway Company, no less than \$24,899,157.62 out of the proceeds of guaranteed bond issues which were of record as of December 31, 1924. This in addition to the aid referred to in a preceding paragraph. All of which is of interest in view of the unfair attitude of a section of the British press with respect to the taking over of the Grand Trunk, in regard to which transaction Canada and Canadian credit have been subjected abroad to much misrepresentation.

#### GRAND TRUNK PACIFIC AND CANADIAN NORTHERN

A great deal of the increase in debt of the Canadian National lines in recent years has been due to the unsound financial condition of the Grand Trunk Pacific, which was abandoned by the Grand Trunk in March, 1919. As will be seen from the detailed reports submitted herewith, there were outstanding, on December 31, 1924, loans made to the Grand Trunk Pacific prior to that default amounting to \$20,539,357.10. Since default, and the establishment of the Receivership, the Government has had to advance, to December 31, 1924, \$49,077,692.36, which, with unpaid interest, now constitutes a liability of \$59,222,385.86, as set out in the balance sheet. The provision of these sums under receivership constitutes a first claim against the property. The Dominion has also had to advance \$19,543,640.07 to pay interest guaranteed by the Dominion Government, as well as Provincial Government guarantees.

There remains, of course, Canadian Northern financing, which has been heavy, though not out of proportion in view of the fact that the Canadian Northern steam and electric railways cover 9,995 miles, or almost one-half of the Canadian National system. It is not generally understood, in considering Canadian Northern requirements, that the mileage of that system was twice as great as the Grand Trunk lines, and almost four times as great as the Grand Trunk Pacific and branch lines. To meet the requirements of this immense mileage the Government, since 1920, has had to advance \$176,522,411.99 on Canadian Northern account. It has as well guaranteed two bond issues of \$25,000,000 and one of \$17,000,000 in the name of the Canadian Northern Company, and made possible an equipment trust issue of \$15,000,000. Since the financing of the railways has been taken over by the Canadian National Railway Company, the former Canadian Northern has also received advances amounting to \$48,202,877.96.

CANADIAN NATIONAL COMPANY FINANCING

Since the change from corporate to the more general form of financing there have been five issues of guaranteed bonds and two issues of equipment notes, one for \$22,500,000, in August, 1923, which was guaranteed, and one for \$9,375,000, in July, 1924, which was not guaranteed. As a matter of fact, under what is known as the Philadelphia plan whereby 25 per cent of an equipment purchase is provided in cash and the balance, represented by the equipment trust notes, is secured by a mortgage on the rolling stock purchased, subject to repayment by amortization, it is no longer necessary to add the additional security afforded by the guarantee of the Government. The transaction stands on its own feet as it were.

Public loans guaranteed by the Government have been put out as follows since reorganization:—

Date	Issue	Amount	Discount	Proceeds
Feb. 1/24	30-year bonds	\$ 50,000,000	97.813% = \$1,093,500	\$ 48,906,500
July 1/24	3 " "	20,000,000	98 1/2% = 350,000	19,650,000
Sept. 15/24	30 " "	26,000,000	94 % = 1,560,000	24,440,000
Feb. 15/25	5 " "	18,000,000	98 1/2% = 157,500	17,842,500
" 15/25	10 " "	17,000,000	96 1/2% = 637,500	16,362,500
Total		\$131,000,000		\$ 127,201,500

The last above-mentioned issue was made in the name of the Canadian Northern Railway, under Dominion Chap. 11, 1918. The reason for this was the fact that the proceeds were for the distinctive purpose of meeting a maturing Canadian Northern issue. However, neither it nor the eighteen million Canadian National issue of February 15, 1925, fall within the scope of this review. The eighteen million issue was negotiated for branch lines and Toronto terminal purposes, and falls within the fiscal year 1924-25, which ended on March 31st last, but not within the calendar year covered by the Canadian National report.

The three guaranteed issues appearing in the statement of funded debt held by the public in the Canadian National Railway report for 1924, printed herewith, are the fifty, twenty and twenty-six million issues enumerated above. Including bank interest, the amount realized from these was, respectively, \$49,161,502.36, \$19,784,915.41 and \$24,800,582.49, and these sums have been expended as follows:—

	Canadian National Railway	Canadian Northern Railway	Grand Trunk Railway System	Total
	\$	\$	\$	\$
<b>\$50,000,000 Issue—</b>				
Interest due public		1,747,012 28	2,002,642 33	3,749,654 61
Refunding and retiring	1,224,975 00	9,551,319 35	1,895,236 36	12,671,530 71
Capital	8,862,303 64	11,624,845 86	12,253,167 64	32,740,317 04
	10,087,278 64	22,923,177 49	16,151,046 23	49,161,502 36
<b>\$20,000,000 Issue—</b>				
Interest due public		6,338,981 73		6,338,981 73
Refunding and retiring	750,000 00	1,352,726 29		2,102,726 29
Capital	5,411,495 17	3,088,012 44	2,843,699 78	11,343,207 39
	6,161,495 17	10,779,720 46	2,843,699 78	19,784,915 41
<b>\$26,000,000 Issue—</b>				
Interest due public	14,254 17	4,910,799 38	713,730 49	5,638,784 04
Refunding and retiring	1,366,705 70	4,050,221 02	1,467,400 00	6,884,326 72
Capital	3,015,231 00	5,538,959 61	3,723,281 12	12,277,471 73
	4,396,190 87	14,499,980 01	5,904,411 61	24,800,582 49

## FINANCIAL REORGANIZATION

In his commentary on the year's operations, Sir Henry Thornton, President and Chairman of the National Railway Board, again refers to the all-important question of capitalization, and reports that active consideration is being given to the policy to be followed in connection therewith "and the extent to which, if at all, advances made and capital held by the Government should be written down to a figure commensurate with the earning prospects of the property". The President and Chairman adds that the problem is proving both difficult and complicated, but it is hoped shortly to be able to present to the proper authorities a consistent scheme for consideration.

This question of financial reorganization of the Canadian National System is one of the most pressing problems that today confront the management and the Government. The greater part of the Canadian National mileage was formerly privately owned. Due to over-expansion and to conditions due to the war, these railways found it impossible to carry on and were taken over by the Government. Had the railways been obliged to liquidate their affairs, readjustment of capital charges would have taken place at that point. Less drastic methods resulted in the transfer of these railway properties to the Government of Canada, and with them the heavy capital charges which private ownership had found it impossible to carry.

## THE FUNDED DEBT

The long-term funded debt of the Canadian National Railways is given in the balance sheet as \$2,056,181,517.70. Of this sum \$913,913,082 was supplied by the investing public, and two-thirds of this debt due the public is guaranteed by the Dominion, of which it is, therefore, a contingent liability.

Forming part of the long-term funded debt are advances totalling \$560,-397,957.64 by the Dominion Government to Railways now included in the National System. On this immense sum interest amounting to \$130,157,-992.28 has accrued. This the railways have not been able to pay, and accrued interest has been added to principal, though in such cases it is not compounded. Thus the total advances, including interest, now amounting to \$690,555,949.92, as indicated in the balance sheet.

Included in the \$2,056,181,517.70 given as the sum of its long-term funded debt in the balance sheet is an item of \$451,712,484.98, which represents the amount Canada has spent in the construction, maintenance and operation of former Canadian Government railways, such as the Intercolonial, the Prince Edward Island Railway, eastern branch lines and the Transcontinental, the eastern division of the projected Grand Trunk Pacific. It has not been the practice to reckon interest on these advances to the original Canadian Government Railways, so that the item referred to is exclusive of interest. The inclusion of these advances on appropriation account, Canadian Government Railways, among the liabilities of the Canadian National lines is entirely a book-keeping requirement rendered necessary by the fact that a corresponding item is included among the investments in road and equipment on the asset side of the ledger. It is well, however, to point out that this item of \$451,712,484.98 is not a liability of the Canadian National Railways, though it is money which the Dominion has put into railways apart altogether from the properties taken over by reason of the failure of private ownership.

## INTEREST CHARGES

The question of interest has been referred to. Owing to the varying practices in the financial operations of the respective systems which make up the Canadian National lines, this question of interest of itself presents difficulties when the possibility of uniform financial practice is being considered. As already stated, no interest is reckoned on appropriations to former Canadian

Government Railways, for the construction of which there were no public borrowings. Nor is interest accrued on the amount due the Government for unpaid interest on loans and advances, which amounted to \$130,157,992.28 on December 31, 1924. The above sum represents simple interest on the \$560,-397,957.64 advanced by the Government to former privately-owned roads. In 1924 alone the accrued interest on this account amounted to \$31,271,043. Five years ago the corresponding item was \$14,346,831.69.

Interest due the public cannot be deferred as is interest due the Government. If not earned it must be borrowed; and, if borrowed from the public, interest on such amount is compounding from year to year. Last year (1924) fixed charges due the public amounted to \$38,361,704.14; for 1920 the corresponding item was \$31,055,318.28. Interest charges due the Government and the public combined, which amounted to \$45,402,149.97 in 1920, had grown to \$69,632,747.14 in 1924. Including the Central Vermont, the total interest charges last year were \$70,759,016.23. The rapid growth of interest charges emphasizes the importance of the examination of the capital structure of the Canadian National Railways to which Sir Henry Thornton has referred.

#### CANADIAN GOVERNMENT RAILWAYS

Included in the annual report is a separate financial statement with respect to Canadian Government Railways. These are the Intercolonial and Prince Edward Island Railways and branch lines, the Transcontinental, or Eastern Section of the Grand Trunk Pacific project, and the Hudson Bay Railway, with a mileage of 4,599.52. These railways continue to be vested in the Crown, but since November 20, 1918, have been operated otherwise than by the Government directly. In November, 1918, they were turned over to the late Canadian Northern Board for operation and control and, on reorganization, they were handed over to the Canadian National Railway Board by Order in Council, of January 20, 1923, for similar purposes. The assets of these properties are valued at \$440,225,994.34. Government advances for road and equipment to December 31, 1924, amounted to \$422,022,860.84, and, of the same date, there was a debit balance on profit and loss account of \$11,846,108.93. This is the sum of the deficit which has accrued since January 1, 1921, from which date, under authority of item 341, Chap. 54, 1921, the receipts and revenues of the Canadian Government Railways have been applied to working expenditures and a profit and loss account established by the management.

The combined roads included in the former Canadian Government Railway System (as distinguished from the Canadian Northern, the Grand Trunk and the Grand Trunk Pacific) had a net revenue from railway operation last year of \$1,348,227.29 and, after non-operating income and deductions, there remained a net income of \$1,310,618.66. There are no fixed charges, the construction or purchase of these railways having been financed directly by the Government without recourse to public borrowings.

The total investment on capital account is \$424,784,149.79. The principal items of this account are:—

National Transcontinental Railway.....	\$ 170,920,550 14
Intercolonial Railway.....	147,872,749 02
Rolling stock.....	35,531,286 96
Quebec bridge.....	22,640,228 46
Hudson Bay Railway.....	14,857,383 89
Prince Edward Island Railway.....	13,225,467 33
Quebec and Saguenay Railway.....	7,803,163 63
International Railway.....	3,060,461 12
Long Lac cut-off.....	2,826,583 05
Lawlor Building, Toronto.....	1,230,673 99
Caracquet and Gulf Shore Railway.....	927,836 07
New Brunswick and Prince Edward Island Ry.....	888,565 54
Lake Superior Branch (leased).....	508,947 81

The loss on the operation of the St. John and Quebec Railway under lease from the province of New Brunswick was \$257,342.97 for the year. For 1923 the loss, (operating deficit plus rent,) was \$340,527.

## CENTRAL VERMONT RAILWAY

As successors to the Grand Trunk, the Canadian National Railway Company own \$2,191,100 of the \$3,000,000 capital stock of the Central Vermont Railway. The long-term funded debt of the company amounts to \$32,176,-023.54. Included in this total are notes of the railway for \$8,041,905.52 held by the Canadian National Railway Company, and an item of \$8,208,418.02 representing advances necessary to provide for deficits and capital expenditures. These advances increased from \$5,840,512.15 as of December 31, 1923, to \$8,208,-418.02 as of December 31, 1924, an increase of \$2,367,905.87. Of this increase capital expenditures accounted for \$1,117,153.64. Profit and loss debit balance (accumulated deficit) at December 31, 1924, was \$4,292,854.07. The deficit for the year was \$897,062.51, as compared with \$1,081,675.75 for 1923. Mileage operated in 1924 was 493.02, the gross receipts \$8,380,752.39, and the gross expenses \$7,298,127.43. Of the earnings \$6,272,346.18 was from freight and \$1,241,838.78 from passengers; freight carried amounted to 4,383,925 tons, passengers carried numbered 891,143. The road has 86 locomotives, 102 passenger coaches and 2,594 freight and work cars.

## CORPORATE RESULTS

Included in the report are three statements of Income account, summarizing operating results so as to show (1) Canadian National Railways, including Central Vermont; (2) Canadian National lines in Canada, and (3) Canadian National lines in the United States. It is this presentation of corporate results that is becoming increasingly difficult in view of unified financing in the name of the Canadian National Railway Company, and this method of presenting results will likely have to be discontinued though such detail will, as far as may be required in corporate relations, be preserved in the books and accounts of the management.

Gross earnings, including the Central Vermont, in 1924, were \$243,968,-934.94; earning of Canadian Lines, \$201,224,493.13, and of United States lines, \$34,363,689.42. Gross operating expenses, including Central Vermont, were \$225,642,058.50; of Canadian lines \$189,460,403.90, and of United States lines, \$28,883,527.16. Tax accruals, uncollectible revenues and miscellaneous operations, including Central Vermont, totalled \$5,239,891.25 for the year; Canadian lines \$3,471,164.64 and United States lines, \$1,538,069.82. Fixed charges, all lines, including Central Vermont, were \$70,759,016.23; on Canadian lines, \$68,730,216.25, and on United States lines, \$902,530.89. The total deficit, all lines, including Central Vermont, was \$55,757,481.73; Canadian lines \$51,139,-160.67 and United States lines \$3,721,258.55.

Net revenues from railway operation were: Canadian National lines, \$17,244,251.48; Central Vermont, \$1,082,624.96; Canadian lines, \$11,764,-089.23; United States lines, \$5,480,162.25. Of the Canadian lines the Grand Trunk had an operating surplus of \$14,075,381.01, and the Canadian Government Railways an operating surplus of \$1,348,227.29. The Canadian Northern Railway System incurred an operating deficit of \$911,980.57, compared with \$2,593,804.49 the previous year, and the Grand Trunk Pacific an operating deficit of \$2,747,538.50, as compared with \$3,076,578.39 in 1923.

## REPORT OF THE DEPARTMENTAL ACCOUNTANT

Since Confederation the department has expended \$1,298,529,333.59, as follows:—

Railways.....	\$ 926,941,230 89
Quebec bridge.....	22,165,875 13
Canals.....	224,785,335 62
Miscellaneous.....	46,029,420 86

During the same period there has been received a grand total revenue of \$413,502,969.81, of which \$391,866,392.09 is attributable to railways and \$21,636,577.72 to canals. The railway item is as of December 31, 1920, since which date receipts and revenues of Canadian Government Railways have been applied by the management towards working expenses. The revenue from canals is now confined to hydraulic and other rents, elevator charges, wharfage, etc., tolls having been abolished almost a quarter of a century ago on mutual agreement with the United States. Revenue received last year on canal account was \$913,075.27, compared with \$900,575.26 for the previous fiscal year. Of this revenue \$362,596.97 was attributable to Port Colborne elevator.

Departmental expenditures during the fiscal year 1924-25 amounted to \$16,718,540.31, the largest item of which was \$9,909,636.95 on the Welland Ship Canal. Canal expenditures, general, accounted for \$2,928,181.98 and expenditures under the Canada Highways Act, \$2,925,163.92; Railway Commission maintenance cost, \$212,411.23, and disbursements under the Employees Compensation Act, \$266,889.52. As explained in last year's report, this Act was formerly administered by the Department of Finance. It transpired, however, that the bulk of the expenditure was on account of Canadian Government Railways, which made it necessary for the Department of Railways to maintain an audit and keep certain accounting records. It was found that this department could, with very little additional work, administer the Act as a whole. This was authorized by the Department of Finance. Thus, the data appearing in the Accountant's report, as respects the operation of the Employees' Compensation Act relates not to this department only, but to all departments of the public service.

#### REPORT OF THE CHIEF ENGINEER

By the canal system of Canada 1,831 miles of waterway have been opened to navigation. The through St. Lawrence and Great Lakes route, between Montreal and the head of Lake Superior, comprises 74 miles of canal, with 49 locks and 1,140 miles of river and lake waters, or a total of 1,214 miles. The minimum depth of water on this route, at normal low water level, is 14 feet. The report of the Chief Engineer is confined to the engineering aspects of canal construction, maintenance and development, but it may not be out of place here to point out that last year, a year of moderate crop, the Great Lakes waterway provided transport for 200 million bushels of wheat, almost 42 millions bushels of oats and 23 million bushels of barley. During the season 30,700 vessels, aggregating 16,810,086 tons passed through the Canadian canals, carrying 208,587 passengers and 12,869,097 tons of freight. There was an increase in vessels, tonnage and in freight transported, although during the season of 1924, the three prairie Provinces produced 216 million less bushels of wheat and 162 million less bushels of oats than in 1923.

A feature of the 1924 canal traffic was the large increase in grain down the Welland and St. Lawrence canals, materially increasing the total traffic on those canals beyond that of any previous year. The increase in Welland canal traffic alone was 12 per cent over the previous year. On November 29, 1924, a cairn and tablet were erected near the Allanburg Bridge to commemorate the centenary of the turning of the first sod in the construction of the original Welland Canal.

The one million bushel extension to the Port Colborne elevator (increasing the elevator's capacity to three million bushels) was completed in September, 1924, and, after the necessary machinery had been installed by the Department, the new portion of the elevator received its first shipment of grain early in November. During the past fiscal year the Government elevator received 59,489,616 bushels of grain, an increase of about 3 per cent over the previous year. Seventy per cent of this grain was from Fort William and the remainder from the United States.

## WELLAND SHIP CANAL

The proposed ship canal leaves lake Ontario at the original mouth of Ten-Mile creek, now known as Port Weller, about 3 miles east of Port Dalhousie, where a harbour of entry is under construction, and follows an entirely different route from the present canal as far south as Allanburg. From here it proceeds along the line of the existing canal to a point about one mile north of the village of Humberstone, where another diversion about two and one-half miles in length is made to the east of the present waterway. The route of the present canal is then followed for the final half mile to the Lake Erie entrance at Port Colborne. The total distance traversed from lake to lake will be 25 miles. The difference in level between the two lakes, 325½ feet, will be overcome by seven lift locks, most of which are now well advanced towards completion, each having a lift of 46½ feet. The locks are over 800 feet long and 80 feet wide in the clear and will provide a depth of 30 feet of water over the mitre sills. The width of the canal prism at bottom is to be 200 feet. A new breakwater, at present under construction, will be built at Port Colborne, extending 2,000 feet farther into the lake than the existing structure. At Port Weller, the lake Ontario entrance, extensive harbour works have now been nearly completed. The route of the new canal has been divided for purposes of construction into eight sections numbered in order from Port Weller southerly. All of these are now under construction with the exception of section 6, tenders for the construction of which have been called for. This section lies between Port Robinson and Welland, its length being slightly over 3½ miles. The work to be performed will include the dredging and enlargement of the present canal prism, the diversion of the Welland river, which crosses the line of the canal at the north end of the town of Welland, by means of a large siphon culvert, the building of watertight banks, concrete protection for slopes, etc.

For the various classes of work involved in the construction of the entire canal, the following percentages are now estimated as having been completed: rock excavation, 43 per cent; earth excavation, 48 per cent; watertight embankments, 70 per cent; concrete, 52 per cent; and reinforcing steel, 62 per cent. Total cost to March 31, 1925, was \$50,772,092.77.

## ST. LAWRENCE SHIP CANAL INVESTIGATION

The terms of reference to the Joint Board of Engineers representing both Canada and the United States were adopted by the Canadian Government by Order in Council, P.C. 106, on January 23, 1925. The concurrence of the United States Government is dated March 17, 1925, and the instructions to the Canadian section of the Joint Engineering Board were issued by you, as Chairman of the National Advisory Committee, on March 31.

The International Board of Engineers held their first joint session at Ottawa on April 13, 14, 15 and 16, and at that meeting the field work for the season was considered and a programme arranged. Other meetings have been held at points along the river and all possible effort has been made to secure during the open season information likely to be required for the deliberations of the Board during the winter when field work may be no longer possible.

The re-examination of the St. Lawrence deep waterway proposals of the former Board of Engineers was recommended by the International Joint Commission in its report of December 19, 1921. The Commission endorsed the project as practical and economically sound, but suggested that in a matter of such unusual magnitude, involving engineering factors more or less debatable, and affecting the interests of many millions of people, too much care could not be taken to insure the adoption of plans that would be beyond reasonable criticism. To that end, it recommended that the Bowden-Wooten plans be

referred back to an enlarged board of engineers in order that the whole question might be given the further and complete study its magnitude and importance demanded.

It is this further investigation that is being undertaken by the enlarged Joint Engineering Board. In order to assist either Government to allocate the amounts chargeable to navigation and power, the engineers will report on the estimated cost of improving the river for navigation alone and for power alone. Under the terms of reference the Board is called upon to report on all the matters referred to it by the end of April, 1926.

Following the departure of last year the report of the Commissioner of Highways is again being issued in separate form to facilitate the printing of the increased copies required and their circulation throughout the various provinces, all of which have taken advantage of the subsidy features of the Canada Highways Act of 1919.

Your obedient servant,

G. A. BELL,

*Deputy Minister of Railways and Canals.*

September 15, 1925.

Year	Revenue	Expenses	Balance
1924-25	1,000,000	800,000	200,000
1925-26	1,200,000	950,000	250,000
1926-27	1,500,000	1,100,000	400,000
1927-28	1,800,000	1,300,000	500,000
1928-29	2,000,000	1,500,000	500,000
1929-30	2,200,000	1,700,000	500,000
1930-31	2,500,000	1,900,000	600,000
1931-32	2,800,000	2,100,000	700,000
1932-33	3,000,000	2,300,000	700,000
1933-34	3,200,000	2,500,000	700,000
1934-35	3,500,000	2,700,000	800,000
1935-36	3,800,000	2,900,000	900,000
1936-37	4,000,000	3,100,000	900,000
1937-38	4,200,000	3,300,000	900,000
1938-39	4,500,000	3,500,000	1,000,000
1939-40	4,800,000	3,700,000	1,100,000
1940-41	5,000,000	3,900,000	1,100,000
1941-42	5,200,000	4,100,000	1,100,000
1942-43	5,500,000	4,300,000	1,200,000
1943-44	5,800,000	4,500,000	1,300,000
1944-45	6,000,000	4,700,000	1,300,000
1945-46	6,200,000	4,900,000	1,300,000
1946-47	6,500,000	5,100,000	1,400,000
1947-48	6,800,000	5,300,000	1,500,000
1948-49	7,000,000	5,500,000	1,500,000
1949-50	7,200,000	5,700,000	1,500,000
1950-51	7,500,000	5,900,000	1,600,000
1951-52	7,800,000	6,100,000	1,700,000
1952-53	8,000,000	6,300,000	1,700,000
1953-54	8,200,000	6,500,000	1,700,000
1954-55	8,500,000	6,700,000	1,800,000
1955-56	8,800,000	6,900,000	1,900,000
1956-57	9,000,000	7,100,000	1,900,000
1957-58	9,200,000	7,300,000	1,900,000
1958-59	9,500,000	7,500,000	2,000,000
1959-60	9,800,000	7,700,000	2,100,000
1960-61	10,000,000	7,900,000	2,100,000
1961-62	10,200,000	8,100,000	2,100,000
1962-63	10,500,000	8,300,000	2,200,000
1963-64	10,800,000	8,500,000	2,300,000
1964-65	11,000,000	8,700,000	2,300,000
1965-66	11,200,000	8,900,000	2,300,000
1966-67	11,500,000	9,100,000	2,400,000
1967-68	11,800,000	9,300,000	2,500,000
1968-69	12,000,000	9,500,000	2,500,000
1969-70	12,200,000	9,700,000	2,500,000
1970-71	12,500,000	9,900,000	2,600,000
1971-72	12,800,000	10,100,000	2,700,000
1972-73	13,000,000	10,300,000	2,700,000
1973-74	13,200,000	10,500,000	2,700,000
1974-75	13,500,000	10,700,000	2,800,000
1975-76	13,800,000	10,900,000	2,900,000
1976-77	14,000,000	11,100,000	2,900,000
1977-78	14,200,000	11,300,000	2,900,000
1978-79	14,500,000	11,500,000	3,000,000
1979-80	14,800,000	11,700,000	3,100,000
1980-81	15,000,000	11,900,000	3,100,000
1981-82	15,200,000	12,100,000	3,100,000
1982-83	15,500,000	12,300,000	3,200,000
1983-84	15,800,000	12,500,000	3,300,000
1984-85	16,000,000	12,700,000	3,300,000
1985-86	16,200,000	12,900,000	3,300,000
1986-87	16,500,000	13,100,000	3,400,000
1987-88	16,800,000	13,300,000	3,500,000
1988-89	17,000,000	13,500,000	3,500,000
1989-90	17,200,000	13,700,000	3,500,000
1990-91	17,500,000	13,900,000	3,600,000
1991-92	17,800,000	14,100,000	3,700,000
1992-93	18,000,000	14,300,000	3,700,000
1993-94	18,200,000	14,500,000	3,700,000
1994-95	18,500,000	14,700,000	3,800,000
1995-96	18,800,000	14,900,000	3,900,000
1996-97	19,000,000	15,100,000	3,900,000
1997-98	19,200,000	15,300,000	3,900,000
1998-99	19,500,000	15,500,000	4,000,000
1999-00	19,800,000	15,700,000	4,100,000
2000-01	20,000,000	15,900,000	4,100,000
2001-02	20,200,000	16,100,000	4,100,000
2002-03	20,500,000	16,300,000	4,200,000
2003-04	20,800,000	16,500,000	4,300,000
2004-05	21,000,000	16,700,000	4,300,000
2005-06	21,200,000	16,900,000	4,300,000
2006-07	21,500,000	17,100,000	4,400,000
2007-08	21,800,000	17,300,000	4,500,000
2008-09	22,000,000	17,500,000	4,500,000
2009-10	22,200,000	17,700,000	4,500,000
2010-11	22,500,000	17,900,000	4,600,000
2011-12	22,800,000	18,100,000	4,700,000
2012-13	23,000,000	18,300,000	4,700,000
2013-14	23,200,000	18,500,000	4,700,000
2014-15	23,500,000	18,700,000	4,800,000
2015-16	23,800,000	18,900,000	4,900,000
2016-17	24,000,000	19,100,000	4,900,000
2017-18	24,200,000	19,300,000	4,900,000
2018-19	24,500,000	19,500,000	5,000,000
2019-20	24,800,000	19,700,000	5,100,000
2020-21	25,000,000	19,900,000	5,100,000
2021-22	25,200,000	20,100,000	5,100,000
2022-23	25,500,000	20,300,000	5,200,000
2023-24	25,800,000	20,500,000	5,300,000
2024-25	26,000,000	20,700,000	5,300,000
2025-26	26,200,000	20,900,000	5,300,000
2026-27	26,500,000	21,100,000	5,400,000
2027-28	26,800,000	21,300,000	5,500,000
2028-29	27,000,000	21,500,000	5,500,000
2029-30	27,200,000	21,700,000	5,500,000
2030-31	27,500,000	21,900,000	5,600,000
2031-32	27,800,000	22,100,000	5,700,000
2032-33	28,000,000	22,300,000	5,700,000
2033-34	28,200,000	22,500,000	5,700,000
2034-35	28,500,000	22,700,000	5,800,000
2035-36	28,800,000	22,900,000	5,900,000
2036-37	29,000,000	23,100,000	5,900,000
2037-38	29,200,000	23,300,000	5,900,000
2038-39	29,500,000	23,500,000	6,000,000
2039-40	29,800,000	23,700,000	6,100,000
2040-41	30,000,000	23,900,000	6,100,000
2041-42	30,200,000	24,100,000	6,100,000
2042-43	30,500,000	24,300,000	6,200,000
2043-44	30,800,000	24,500,000	6,300,000
2044-45	31,000,000	24,700,000	6,300,000
2045-46	31,200,000	24,900,000	6,300,000
2046-47	31,500,000	25,100,000	6,400,000
2047-48	31,800,000	25,300,000	6,500,000
2048-49	32,000,000	25,500,000	6,500,000
2049-50	32,200,000	25,700,000	6,500,000
2050-51	32,500,000	25,900,000	6,600,000
2051-52	32,800,000	26,100,000	6,700,000
2052-53	33,000,000	26,300,000	6,700,000
2053-54	33,200,000	26,500,000	6,700,000
2054-55	33,500,000	26,700,000	6,800,000
2055-56	33,800,000	26,900,000	6,900,000
2056-57	34,000,000	27,100,000	6,900,000
2057-58	34,200,000	27,300,000	6,900,000
2058-59	34,500,000	27,500,000	7,000,000
2059-60	34,800,000	27,700,000	7,100,000
2060-61	35,000,000	27,900,000	7,100,000
2061-62	35,200,000	28,100,000	7,100,000
2062-63	35,500,000	28,300,000	7,200,000
2063-64	35,800,000	28,500,000	7,300,000
2064-65	36,000,000	28,700,000	7,300,000
2065-66	36,200,000	28,900,000	7,300,000
2066-67	36,500,000	29,100,000	7,400,000
2067-68	36,800,000	29,300,000	7,500,000
2068-69	37,000,000	29,500,000	7,500,000
2069-70	37,200,000	29,700,000	7,500,000
2070-71	37,500,000	29,900,000	7,600,000
2071-72	37,800,000	30,100,000	7,700,000
2072-73	38,000,000	30,300,000	7,700,000
2073-74	38,200,000	30,500,000	7,700,000
2074-75	38,500,000	30,700,000	7,800,000
2075-76	38,800,000	30,900,000	7,900,000
2076-77	39,000,000	31,100,000	7,900,000
2077-78	39,200,000	31,300,000	7,900,000
2078-79	39,500,000	31,500,000	8,000,000
2079-80	39,800,000	31,700,000	8,100,000
2080-81	40,000,000	31,900,000	8,100,000
2081-82	40,200,000	32,100,000	8,100,000
2082-83	40,500,000	32,300,000	8,200,000
2083-84	40,800,000	32,500,000	8,300,000
2084-85	41,000,000	32,700,000	8,300,000
2085-86	41,200,000	32,900,000	8,300,000
2086-87	41,500,000	33,100,000	8,400,000
2087-88	41,800,000	33,300,000	8,500,000
2088-89	42,000,000	33,500,000	8,500,000
2089-90	42,200,000	33,700,000	8,500,000
2090-91	42,500,000	33,900,000	8,600,000
2091-92	42,800,000	34,100,000	8,700,000
2092-93	43,000,000	34,300,000	8,700,000
2093-94	43,200,000	34,500,000	8,700,000
2094-95	43,500,000	34,700,000	8,800,000
2095-96	43,800,000	34,900,000	8,900,000
2096-97	44,000,000	35,100,000	8,900,000
2097-98	44,200,000	35,300,000	8,900,000
2098-99	44,500,000	35,500,000	9,000,000
2099-00	44,800,000	35,700,000	9,100,000
2100-01	45,000,000	35,900,000	9,100,000

# ANNUAL REPORT OF THE CANADIAN NATIONAL RAILWAY SYSTEM

FOR THE YEAR ENDED DECEMBER 31, 1924

MONTREAL, QUE., MARCH 31, 1925.

To The Hon. GEORGE P. GRAHAM, M.P.,  
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith, on behalf of the Board of Directors, the report of the operation and affairs of the Canadian National Railway System for the year ended December 31, 1924.

## MILEAGE

	Miles owned by constituent companies	Miles under lease or contract	Miles under trackage rights	Total mileage
Atlantic Region.....	2,564.07	224.78	14.98	2,803.83
Central Region.....	7,162.09	476.92	30.23	7,669.24
Grand Trunk Western Lines.....	841.81	123.87	26.21	991.69
Western Region.....	9,699.63	678.33	29.47	10,407.34
Total steam-operated lines making up "System Mileage".....	20,267.60	1,503.70	100.89	21,872.19
				21,872.19

Complete details are shown at the end of this report.

## OPERATING RESULTS

The operating results for the year are shown in the following summary, which compares the principal items of revenue and expenses with the corresponding items for the previous year:—

## REVENUE

	1924		1923		Increase or Decrease		
	\$	cts.	\$	cts.	\$	cts.	
Freight.....	171,045,297	89	185,240,896	71	Dec.	14,195,598	82
Passenger.....	37,233,998	44	39,285,318	14	Dec.	2,051,319	70
Mail.....	3,595,261	61	3,534,078	11	Inc.	52,183	50
Miscellaneous.....	23,713,624	61	25,066,194	65	Dec.	1,352,570	04
Total.....	235,588,182	55	253,135,487	61	Dec.	17,547,305	06

## EXPENSES

	1924		1923		Increase or Decrease	
	\$	cts.	\$	cts.	\$	cts.
Maintenance of W. and S.....	44,039,965	51	44,778,445	45	Dec.	738,479.94
Maintenance of equipment.....	47,972,444	24	51,176,320	13	Dec.	4,203,875.89
Traffic.....	6,892,751	22	5,792,928	06	Inc.	1,099,823.16
Transportation.....	110,085,033	62	120,302,450	60	Dec.	10,217,416.98
Miscellaneous operations.....	2,381,469	56	2,304,105	65	Inc.	77,363.91
General.....	7,633,834	05	8,063,390	52	Dec.	429,556.47
Transportation for investment credit.....	661,567	13	712,801	88	Dec.	51,234.75
Total.....	218,343,931	07	232,704,838	53	Dec.	14,360,907.46
Net earnings.....	17,244,251	48	20,430,649	08	Dec.	3,186,397.60
Operating ratio.....	92 68		91 92			

NOTE.—The figures shown as for 1923 differ somewhat from those published last year. Hotel properties, which last year were included with railway operations, this year have been classed as outside operations and appear under Accounts 502, 534 and 535. To afford better comparison the 1923 figures have been accordingly re-stated though the final net income result is not affected.

## GROSS EARNINGS

Operating revenues decreased by \$17,547,305.06, or by 6.93 per cent. This decrease resulted from adverse business conditions which obtained during the greater part of the year throughout Canada and elsewhere. Traffic during the first three months of the year was in excess of that moved in the same period of 1923, but general business suffered a reduction early in April and the depression continued until the end of the year. Due principally to the relatively small grain crop in Western Canada the movement of grain to the lakehead was in much less volume than usual and was considerably below the exceptionally heavy movement which took place in the last three months of 1923, with the result that the impetus to active business which a large grain movement usually engenders was noticeably lacking. The movement was also to some extent affected by the disposition shown to hold grain in the country creating an unusual condition and one which business in general had not anticipated.

In connection with the consideration of the gross earnings of the system, it is appropriate again to refer to the freight rate situation in Canada. As was pointed out in last year's report, continued reductions in freight rates will inevitably postpone the day when the national system will become self-supporting. The recent decision with respect to what is known as the "Crownsnest Agreement" has established a condition which is serious to all of the transportation interests of Canada. It is earnestly to be hoped that, during the ensuing year, some solution of the difficulty will be found which will have due regard to the interests of all of the parties concerned.

## OPERATING EXPENSES

Operating expenses were reduced in the aggregate by \$14,360,907.46. This reduction more than meets the decrease in freight earnings, but it is to be remembered that, while it is possible to reduce freight train services when a reduction in that class of traffic occurs it is impossible to pursue to a similar degree the same policy with passenger train services.

## MAINTENANCE OF WAY AND STRUCTURES

Maintenance of way and structures expenses were reduced by \$738,479.94, and, while this represents a reduction of but 1.65 per cent, it will be noted by examination of the detailed accounts on page 25 that reductions about proportional to the decrease in earnings were made in roadway maintenance, and tracklaying and surfacing, while fortunately the item of removal of snow, ice and sand was reduced by 35 per cent, the latter due to the less severe winter

weather. However, it was not possible to extend the reductions to all maintenance work, and, due to heavier rail and tie renewals and the fact that other work under special maintenance appropriations was carried on, maintenance of way expenses absorbed a slightly higher percentage of gross earnings and formed a somewhat higher proportion of the total operating expenses.

However low the traffic density may be, there is always a point below which expenses chargeable to Maintenance of Way and Structures cannot be reduced without damage to the property and consequent heavy expenditures in subsequent years. An effort has been made to preserve a reasonable standard of maintenance with due regard for economy. The field has by no means been exhausted, and further economies will appear during the coming year; but it would not be in the interests of the property to reduce expenses chargeable to this account to the point of borrowing from the future.

#### MAINTENANCE OF EQUIPMENT

These expenses were reduced by \$4,203,875.89 or by 8.06 per cent. To a large extent repairs to motive power and freight train cars were reduced by decreased usage due to less traffic handled. There was, however, a reduction in the cost of locomotive repairs proportional to the reduction in mileage made. The cost of freight train car repairs per 1,000 car miles was reduced from \$14.01 to \$12.23.

Notwithstanding these reductions the system's motive power was fully maintained and the quota of equipment necessary to handle the business offering was adequately maintained.

Adequate provision was made in the accounts for all units of equipment retired from service and ordered scrapped.

Attached will be found a statement of additions to and retirements from the system's motive power and rolling stock made during the year.

#### TRANSPORTATION EXPENSES

The reduction made in transportation expense amounted to \$10,217,416.98 and it is particularly gratifying that 71.15 percent of the total reduction in operating expenses come from this source or what are termed the "out of pocket" expenses of moving the business. While the decrease in total operating revenue was 6.93 per cent, the reduction in transportation expenses was 8.49 per cent. The relationship of transportation expenses to gross earnings indicates a notable advance in transportation efficiency since the consolidation, as the following figures show:—

	1924	1923	1922
Percentage of gross earnings absorbed by transportation expenses.....	46.73	47.51	48.57

While the reduction in percentage is not great, yet when applied to the gross earnings it represents a considerable sum. In fact if transportation expenses had absorbed in 1924 the same percentage of gross as in 1922, net earnings would have been reduced by 24 per cent.

While the percentage reduction achieved in 1923 was greater than the reduction obtained in 1924, in 1923 the improvement in the relationship of transportation expenses to gross earnings was assisted by an increase of revenues of over 20 million dollars, whereas in 1924 the advance was made in the face of a decrease of 17½ million dollars. This will be recognized as a very favourable showing and one that could not have been effected except by well planned and sustained effort on the part of all concerned.

In effecting the reduction in transportation expenses, better train loading played an important part. While density of traffic decreased by 10.23 per cent,

freight train mileage was reduced by 12.51 per cent, and the average freight train load (including mixed trains) increased from 502 tons in 1923 to 517 tons in 1924.

Some benefit accrued from the slightly lower average cost of fuel, but the greater part of the saving came from its more economical use and the saving in freight train mileage already mentioned.

#### TRAFFIC EXPENSES

Traffic expenses increased by \$1,099,823.16, bringing the total expenditure for the year under this heading to \$6,892,751.22. Notwithstanding this, less than 3 per cent of gross earnings was absorbed by this item which includes several expenses not incurred by other Railways, namely on account of colonization and development work.

As intimated in last year's report a more aggressive policy in advertising and similar items was carried out. The Canadian National building and exhibit at the British Empire Exhibition at Wembley were special features of this work, from which material returns should result.

In order to continue the aggressive policy of solicitation it was found necessary to strengthen our representation at various points.

#### GENERAL EXPENSES

These expenses in the aggregate were reduced to the extent of \$429,556.47 or by 5.33 per cent, and more than half of this saving was due to the fact that in 1923 large expenses were incurred on account of the reorganization and the moving and transfer of officers and employees which this involved. A substantial saving in the staff of the Accounting Department was made possible by the co-ordination of accounting and auditing work, and incident to consolidation there were heavy expenses for stationery and printing which were reduced in 1924.

#### INCOME ITEMS

Examination of the income statement shows that the item of railway tax accruals increased by \$768,675.23 of which more than half is due to the demands of the province of Manitoba. Other large items of increase are due to the accrual of taxes relating to years prior to 1924, but set-up in this year's accounts.

The equipment and joint facility rental accounts as reported in the 1923 report have been restated to afford a better comparison with revised methods of treating inter-systems transactions, though such restatement does not affect the net result.

The improvement in miscellaneous income (Account No. 519) is due to the fact that there is not in the 1924 accounts any amount corresponding to the charge taken up in 1923 accounts reflecting the settlement with the United States Government for operation of our lines in the United States during the guaranty period in 1920. Exchange on sterling and United States funds was also much more favourable in 1924.

#### HIRE OF FREIGHT CARS

While not classed as an operating expense this income item is one which is directly under control of operating officers and a feature of transportation performance of the greatest importance. It is, therefore, very pleasing to be able to record a reduction in the amount paid out for the use of other lines' equipment of \$2,192,991.98.

#### BALANCE SHEET

Certain adjustments have been made in the balance sheet of an accounting nature, such as transfer of hotel properties from investment in road and equipment to miscellaneous physical property as referred to elsewhere.

Less money was tied up in material and supplies at the end of the year than at the end of 1923, and all collection items were on a better basis showing reductions from the previous year. Current and deferred assets combined, as compared with the sum of current and deferred liabilities, show an improved position in the railway's working capital.

As indicated in last year's report, active consideration has been given to the policy to be followed with respect to the capitalization of the system and the extent to which, if at all, advances made and capital held by the Government should be written down to a figure commensurate with the earning prospects of the property. The problem is proving both difficult and complicated, but it continues to engage the attention of the board and the financial department of the company. It is hoped that before much time has elapsed it will be possible to present to the proper authorities a consistent scheme for consideration.

#### FINANCE

Of the \$56,527,000 voted by Parliament for the fiscal year ending March 31, 1925, \$10,000,000 was received in cash by the company and two issues of guaranteed securities were made as follows:—

\$20,000,000 Four Per Cent Three-Year Gold Notes, dated July 1, 1924; and \$26,000,000 Four and one-half Per Cent Thirty-Year Gold Bonds, dated September 15, 1924.

As of July 1, 1924, an issue was made of \$9,375,000 Four and one-half Per Cent Equipment Trust Certificates, Series "H", secured by \$12,500,000 worth of new equipment.

The funded debt retirements during the year were:—

Five and one-half Per Cent Five-Year Canadian Northern Railway Secured Notes.....	\$ 6,000,000 00
Six Per Cent Five-Year Canadian Northern Collateral Trust Gold Notes.....	4,349,000 00
Equipment Trust Certificates of various issues.....	5,063,400 00
Payments under various sinking funds and sundry retirements.....	99,573 30
Total.....	\$15,511,973 30

#### TRAFFIC MOVEMENT

The volume of revenue freight decreased by 8.70 per cent from 18,546,404,436 ton miles to 16,932,406,010 ton miles.

Revenue freight tonnage decreased by 8.29 per cent, namely 4,749,724 tons, represented partly by a decrease of two and one-half million tons of bituminous coal and one-half million tons of anthracite coal.

Additional decreases in tonnages were as follows: Wheat, 691,206 tons; sawn lumber, timber, etc., 561,609 tons; iron ores, 287,733 tons; dimension stone, 260,182 tons.

In the manufactures class the tonnage of iron and steel commodities showed heavy decreases, totalling 770,440 tons; automobiles and auto trucks, 115,538 tons; unclassified manufactures and miscellaneous merchandise, 684,291 tons.

15,248 carloads of grain were moved to Vancouver for export as compared with 6,981 carloads in 1923.

The movement of live stock to Winnipeg and to the east showed a good development and the cattle trade in the western provinces was reported at the end of the year as in promising condition.

Partially compensating increases were recorded in roadmaking material of 834,112 tons, and cement of 95,778 tons.

The average haul per ton of revenue freight declined from 323.96 miles to 322.53. The rate per ton per mile increased slightly, viz., from .999c. to 1.01c.

Passenger business on the whole was very disappointing. The number of passengers carried declined from 23,683,781 to 22,707,880, or by 4.12 per cent. The average journey declined slightly from 61.09 miles to 60.43 miles, and the revenue per passenger per mile declined from 2.715c. to 2.713c.

During the year 12 more self-propelled cars were put into service and at the end of the year there were in service; 13 storage battery cars, 8 gasoline motor cars, and 3 steam unit cars. The mileage performed by these cars in the last three years shows the development going on in the use of this form of transportation:—

	1924	1923	1922	Percentage Increase	
				Over 1923	Over 1922
Car mileage run, .....	508,000	252,000	145,000	101.6	250.3

#### EXPRESS

Express earnings show a decrease of 2.4 per cent from those for the year 1923. This is accounted for mainly by the general business depression and partly by the close season on halibut shipments from Prince Rupert established by treaty with the United States and effective for about six weeks prior to the end of the year; also partly by expedited freight service available between various points.

#### RATES

Changes affecting freight rates were made effective as follows:—

April 14, 1924.—Class rates between Ontario points and the Maritime Provinces where arbitraries are added to Montreal rates were adjusted involving reductions ranging from 8c. to 17c. per 100 pounds on first class, and from 1c. to 7.5c. on tenth class traffic. This was a voluntary reduction on the part of the railway.

May 27, 1924.—Rates on grain ex lake milled in transit at lake ports, or en route to port of export were reduced by amounts ranging from  $\frac{1}{2}$ c. to 2c. per 100 pounds dependent upon the port.

The suspension under Parliamentary authority of the Crows-nest Pass rates terminated on July 6, 1924. On the following day these rates again became effective, with consequent reductions in rates on certain specified commodities from and to points on certain Canadian Pacific lines. It was therefore necessary for the Canadian National to apply on its lines similar rates between competitive points. The Crows-nest Pass rates were by order of the Board of Railway Commissioners suspended as of October 27, 1924, but by order of the Governor General in Council were reinstated as of January 9, 1925. As is well known the matter has not yet been finally disposed of, and it will likely engage the attention of Parliament and the Board of Railway Commissioners in the near future.

#### BETTERMENTS

During the first two years of the consolidation it was necessary to make substantial expenditures in various ways. Reference to this was made in last year's report. Further general expenditures had to be made during the past year to bring the standard of the properties nearer to what is desired.

Now that the position above referred to has been reached, the intention of the directors will be to avoid, or postpone for so long as may be advisable, any capital expenditures which are not essentially needed.

Certain additional capital expenditures were authorized by the Dominion Parliament in 1924, and will have to be made during the present year. These include branch line construction, also that part of the Toronto viaduct cost chargeable to the National Railways.

#### LAND SALES

During the year 1924, 55,450 acres of land were sold at an average price of \$14.29 per acre, amounting to \$792,152, as compared with 61,994 acres sold in 1923 at an average price of \$15.66 per acre, amounting to \$970,952.

Cancellations of purchase contracts during the year represented 39,295 acres, as compared with 59,190 acres in 1923.

In explanation of the reduced average selling price it may be pointed out that the price received by western farmers for the 1923 crop was at a low rate per bushel and that many farmers abandoned their land, with the result that mortgage and trust companies and others had a large number of farms on their hands which they were willing to sell at low prices. The demand for land has not been great and the price paid for lands was correspondingly, reduced.

#### WAGES AND LABOUR

Friendly relations were maintained with our employees during the past year. As a result of the co-ordination of the various lines it was necessary to make partial adjustments in rates for some classes, but no general increase in rates was made on our Canadian Lines to any group of employees.

The supply of common labour during the year remained plentiful; in regard to which there was no general change in rates or conditions, although rates were somewhat lower in southwestern Ontario than during 1923.

After conference with our Shop Crafts employees, it was decided to make a trial of the so-called "Baltimore and Ohio" co-operative plan in our shops, the main objects being stabilization of employment—creating a feeling of mutual trust and confidence—resulting in more harmonious relations between employer and employees, a higher quality of production, improved service to the public, elimination of waste energy and conservation of material and progressive improvement in shop conditions. This plan is now being tried out in our Moncton shops, and, if successful, its extension to other plants will be proceeded with as quickly as the necessary organization can be arranged.

All matters of employees' grievances were disposed of either directly with officers of the railway or through the Canadian Railway Board of Adjustment No. 1, Montreal, except in the case of our commercial telegraphers, who requested a Board of conciliation.

#### PURCHASES AND STORES

As a result of decreases in the purchases of fuel and equipment more particularly the aggregate expenditures by the Purchasing Department in 1924 were less than in 1923.

All the company's material is now in the custody of the Purchasing and Stores Departments. Additional storehouses have been erected with modern facilities for the proper housing and handling of materials. It is expected by the continued improvement of storekeeping methods, and constant supervision, that further substantial reductions in stores stocks will be obtained. During the year a new reclamation dock and plant was erected at Transcona, Man., and with the concentration at that point for reclamation of used materials from Western Lines, considerable savings are expected.

#### TELEGRAPHS

Under the agreement of 1915 with the Western Union Telegraph Company, the Canadian National Telegraphs had the right to purchase the Western Union

Lines and equipment in British Columbia. This right was exercised in September, 1924. The returns from operation of these lines and equipment fully justified the purchase.

The Canadian National Telegraphs now operate commercial telegraph lines throughout Canada west of Moncton, N.B., and have control of the maintenance of all telegraph and telephone lines on the Canadian National Railways used for railway purposes.

Other detailed information in connection with this department will be found elsewhere in the report.

#### INSURANCE

The Self-Insurance Fund after payment of or provision for losses was increased during the year by \$1,437,475. The total of the fund at the end of the year was \$4,074,153. This amount does not include anything in respect of marine insurance which will be referred to in the report of the Canadian Government Merchant Marine.

The total fire losses were \$420,250, as compared with \$679,050 during 1923. These figures speak for themselves.

During the year substantial progress was made in the adoption of practices and the use of appliances intended to eliminate fire risks and to ensure prompt and efficient action when fires occur. One of the chief features of the work of the Insurance Department is education, having in view the future as well as the present.

#### COLONIZATION AND DEVELOPMENT

During the past year efforts were made to obtain land settlers not only from the British Isles but also from other European countries, particularly Norway, Sweden, Denmark and Holland. Additional branch agencies have been opened at Oslo, Copenhagen and Rotterdam. Educational courses in agriculture were inaugurated, with the object of enabling intending settlers to become familiar with agricultural methods in Canada before emigrating.

In the matter of advertising and publicity, a great deal of printed matter has been distributed in the British Isles, Europe and the United States. Eight moving picture films illustrating agricultural, social and educational conditions in Canada have been prepared for exhibition. Much publicity was received as a result of the transcontinental inspection trip of the Scottish editors who were brought out to this country last summer for the purpose of making a study of general conditions here and of the methods used in taking care of settlers after arrival.

During the year 13,022 immigrants, mostly British, Scandinavian and Czecho-Slovakian passed through Winnipeg reaching that point on Canadian National trains, as compared with 7,574 in 1923.

From time to time, and particularly during the past two years, reference has been made on various occasions to the need for immigration. The whole future of Canada and of the railway systems in Canada depends upon increased population and upon the increased traffic which would result therefrom. As compared with what might be done in order to bring about the desired result, the efforts made in the past might be termed somewhat spasmodic and unorganized. If there is to be real success the matter will have to be handled otherwise in the future. The Dominion, as a whole, the provinces individually, the railways and all other business organizations are, each of them, interested. The problem is of sufficient magnitude and importance to justify in its solution the employment of the most capable and energetic minds in the Dominion. The investment of money on a larger scale than in the past will also be required. The matter might be entrusted to a permanent commission constituted somewhat on the lines of the Board of Railway Commissioners, except that more commissioners

would doubtless have to be appointed; and this Immigration Commission would have to be authorized to make expenditures under a general programme approved by Parliament.

#### PENSIONS

A General Pension Scheme applicable to all officers and employees of the Canadian National System and its affiliated corporations has been under further consideration during the year. In view of uncertainty as to the costs involved an actuarial report is being obtained.

#### RADIO DEPARTMENT

The popularity of this branch of the service is evidenced by the many thousands of appreciative letters and messages received from the public during the past year.

Broadcasting stations are owned at Moncton and Ottawa and stations are rented at Montreal, Toronto, Winnipeg, Regina, Saskatoon, Edmonton and Calgary. During the year some of the observation cars on our important passenger trains operated between Montreal and Vancouver, Montreal and Quebec, and Toronto and Winnipeg were equipped with radio. Radio sets have also been installed in all of the company's hotels.

#### ORGANIZATION

The establishment of System and Regional Committees of the chief departments of the railway has proved distinctly beneficial. Papers on various subjects are read and discussed, with the result that improvements of all kinds are effected more satisfactorily and with greater despatch than would otherwise be possible. The establishment and maintenance of personal contact between the officers and employees of a transcontinental system is an essential factor in good management. The educational and practical results produced by such conferences are far-reaching.

Notwithstanding the adverse business conditions already referred to, your directors feel that the work of the company's officers and employees has been of a very satisfactory character during the year. The aim of the management is to treat employees in a fair and reasonable way in the expectation that such treatment will be appreciated and reciprocated. The feeling between the company and its employees and between the employees themselves has been markedly good and your directors desire to take this opportunity of recording their appreciation of the good work performed by the employees, not only by those who come in contact with the public but also by those whose conscientious work is frequently known only to themselves and their immediate associates.

#### OBITUARY NOTICES

During the year the deaths occurred of the following:—

Sir Alfred W. Smithers, who was for many years a director and afterwards Chairman of the Board of Directors of the Grand Trunk Railway Company.

Mr. E. J. Chamberlin, who was an official of the Grand Trunk Company for many years and was president from 1912 to 1917.

The services rendered by these gentlemen in their respective capacities are so well known that no special reference is necessary.

Mr. J. H. Sinclair, K.C., who was a director of the National System from 1922 to the time of his death in June, 1924. Mr. Sinclair's long and varied experience made him a useful member of the board; and the interest he took in the Canadian National affairs and his kindly nature made his loss all the more felt by his fellow directors.

H. W. THORNTON,  
*Chairman and President.*

## CANADIAN NATIONAL RAILWAY SYSTEM

(EXCLUDING THE CENTRAL VERMONT RAILWAY)

## CONSOLIDATED BALANCE SHEET AT DECEMBER 31, 1924

## ASSETS

<i>Investments—</i>			
701	Investment in road and equipment.....	\$ 1,837,072,740	64
702	Improvements on leased railway property.....	5,860,651	08
703	Sinking funds.....	8,275,615	56
704	Deposits in lieu of mortgaged property sold.....	6,060,509	85
705	Miscellaneous physical property.....	54,545,168	77
706	Investments in affiliated companies:		
	"A" Stocks.....	\$ 2,064,960	16
	"B" Bonds.....	11,790,460	45
	"C" Notes.....	8,041,905	52
	"D" Advances.....	8,973,750	47
		30,871,076	60
707	Other investments.....	6,744,424	18
		\$ 1,949,430,186	68
<i>Current Assets—</i>			
708	Cash.....	\$ 30,007,677	60
711	Special deposits.....	3,547,392	06
712	Loans and bills receivable.....	56,471	08
713	Traffic and car service balances receivable.....	2,006,139	67
714	Net balance receivable from agents and conductors.....	4,345,785	50
715	Miscellaneous accounts receivable.....	8,345,739	13
716	Material and supplies.....	50,459,444	66
717	Interest and dividends receivable.....	493,214	34
718	Rents receivable.....	213,068	72
719	Other current assets.....	51,248	64
		99,526,181	40
<i>Deferred Assets—</i>			
720	Working fund advances.....	\$ 606,626	25
721	Insurance and other funds.....	6,071,235	07
722	Other deferred assets.....	7,565,377	75
		14,243,239	07
<i>Unadjusted Debits—</i>			
723	Rents and insurance premiums paid in advance.....	\$ 52,465	89
724	Discount on capital stock.....	193,500	00
725	Discount on funded debt.....	5,292,713	00
727	Other unadjusted debits.....	5,517,061	96
		11,055,740	85
Total.....		\$ 2,074,255,348	00

NOTE.—The title of the Canadian Northern Ontario Railway and the Canadian Northern Quebec Railway Companies to lands carried "Miscellaneous Physical Property" at \$7,318,140 has been questioned by the Ontario and Quebec Provincial Governments.

Conversions from sterling have been made on the basis of par of exchange.

## LIABILITIES

<i>Stock—</i>			
751	Capital stock.....	\$ 270,229,838	70
752	Stock liability for conversion.....	10,600	00
		\$ 270,240,438	70
<i>Governmental Grants—</i>			
754	Grants in aid of construction.....	16,203,083	65
<i>Long Term Debt—</i>			
755	Funded debt unmaturred, held by public.....	\$ 913,913,082	80
<i>Dominion of Canada Account—</i>			
	Funded debt unmaturred.....	\$33,048,000	00
	Receiver's certificates and interest thereon....	59,222,385	86
	Loans from Dominion of Canada and interest thereon.....	595,285,564	06
	Appropriations account Canadian Government Railways.....	451,712,484	98
		1,142,268,434	90
		2,056,181,517	70

*Current Liabilities—*

758 Loans and bills payable.....	\$	8,500 00	
759 Traffic and car service balances payable.....		3,541,357 95	
760 Audited accounts and wages payable.....		14,351,460 35	
761 Miscellaneous accounts payable.....		2,035,956 64	
762 Interest matured unpaid.....		13,000,760 53	
764 Funded debt matured unpaid.....		815,549 82	
766 Unmatured interest accrued.....		7,875,804 58	
767 Unmatured rents accrued.....		620,531 42	
768 Other current liabilities.....		791,672 14	
			43,049,593 43

*Deferred Liabilities—*

769 Liability for provident funds.....	\$	510,016 12	
770 Other deferred liabilities.....		5,815,567 81	
			6,325,583 93

*Unadjusted Credits—*

771 Tax liability.....	\$	2,813,935 89	
773 Insurance and casualty reserves.....		5,848,552 48	
774 Operating reserves.....		232,299 33	
775 Accrued depreciation—road.....		2,497,262 03	
776 Accrued depreciation—equipment.....		4,763,684 33	
777 Accrued depreciation—miscellaneous physical property.....		619,357 28	
778 Other unadjusted credits.....		4,681,706 67	
			21,456,798 01

*Corporate Surplus—*

779 Additions to property through income and surplus.....	\$	1,661,307 29	
780 Funded debt retired through income and surplus.....		910,000 00	
781 Sinking fund reserves.....		488,842 09	
783 Appropriated surplus.....		1,798,954 14	
784 Profit and loss—balance.....	Deficit	344,060,770 94	339,201,667 42

Total..... \$ 2,074,255,348 00

J. M. ROSEVEAR,  
General Comptroller.

We have examined the books and records of the Companies comprising the Canadian National Railway System for the twelve months ended the 31st December, 1924. The investments in Road and Equipment appearing in the books of the Companies as at the 1st January, 1923, were accepted by us.

We certify that, in our opinion, the above Consolidated Balance Sheet is properly drawn up so as to exhibit a true and correct view of the affairs of the System, excluding the Central Vermont Railway Company, as at the 31st December, 1924, and we further certify that, in our opinion, the attached Income and Profit and Loss Accounts for the year ended the 31st December, 1924, are correctly stated.

GEORGE A. TOUCHE & Co.  
Chartered Accountants,  
Auditors.

March 30, 1925.

## PROFIT AND LOSS ACCOUNT, 1924

*Debits—*

611 Debit balance at January 1, 1924.....	\$	289,586,223 99
611 Credit balance at January 1, 1924, of subsidiary companies, now brought into the consolidated accounts.....		792,358 97
612 Debit balance transferred from income.....		54,860,419 22
613 Surplus applied to sinking and other reserve funds.....		47,744 99
615 Surplus appropriated for investment in physical property.....		1,440,088 76
618 Miscellaneous appropriations of surplus.....		904 82
619 Loss on retired road and equipment.....		581,665 92
620 Delayed income debits and credits, net.....		1,191,299 95
621 Miscellaneous debits and credits, net.....		527,512 39
622 Adjustment of land surplus account.....		460,159 32
		<u>\$ 345,023,482 77</u>

*Credits—*

603 Profit on road and equipment sold.....	\$	768,783 70
605 Unrefundable overcharges.....		6,711 44
606 Donations.....		187,216 69
Debit balance forward to balance sheet.....		344,060,770 94
		<u>\$ 345,023,482 77</u>

## INCOME STATEMENT

	Year ending December 31, 1924		Year ending December 31, 1923	
	\$	cts.	\$	cts.
501 Railway operating revenues.....	235,588,182	55	253,135,487	61
531 Railway operating expenses.....	218,343,931	07	232,704,833	53
Net revenue from railway operations.....	17,244,251	48	20,430,649	08
532 Railway tax accruals.....	4,588,593	56	3,819,913	33
533 Uncollectible railway revenues.....	38,198	09	40,540	62
Railway operating income.....	12,617,459,	83	16,570,190	13
502 Revenues from miscellaneous operations.....	2,015,458	20	2,092,819	50
534 Expenses of miscellaneous operations.....	2,337,622	84	2,337,032	04
Net revenue from miscellaneous operations.....	322,164,	64	344,212	54
535 Taxes on miscellaneous operations.....	60,278	17	52,738	78
Total operating income.....	12,235,017	02	16,273,238	81
503 Hire of freight cars—Credit balance.....	—	—	—	—
504 Rent from locomotives.....	318,575	13	586,129	56
505 Rent from passenger train cars.....	145,541	10	127,843	06
506 Rent from floating equipment.....	919	79	1,002	51
507 Rent from work equipment.....	487,619	96	209,283	88
508 Joint facility rent income.....	994,988	58	895,448	03
509 Income from lease of road.....	85,698	56	68,601	90
510 Miscellaneous rent income.....	1,158,333	52	837,193	97
511 Miscellaneous non-operating physical property.....	165,128	45	493,176	33
512 Separately operated properties—Profit.....	1,044,876	27	853,753	65
513 Dividend income.....	454,613	00	515,436	25
514 Income from funded securities.....	572,872	50	523,094	09
515 Income from unfunded securities and accounts.....	1,538,573	10	1,068,882	66
516 Income from sinking and other reserve funds.....	519,739	15	371,226	52
517 Release of premiums on funded debt.....	—	—	—	—
518 Contributions from other companies.....	—	—	—	—
519 Miscellaneous income.....	1,650,392	79	352,554	84
Total non-operating income.....	9,137,871	90	6,208,517	57
Gross income.....	21,372,888	92	22,481,756	38
536 Hire of freight cars—Debit balance.....	1,694,487	26	3,887,479	24
537 Rent for locomotives.....	54,016	00	163,038	10
538 Rent for passenger train cars.....	145,526	74	147,861	99
539 Rent for floating equipment.....	8,944	29	11,271	45
540 Rent for work equipment.....	5,492	53	12,943	84
541 Joint facility rents.....	933,503	27	928,210	56
542 Rent for leased roads.....	1,452,709	02	1,387,905	80
543 Miscellaneous rents.....	75,609	51	109,868	13
544 Miscellaneous tax accruals.....	124,477	33	482,580	16
545 Separately operated properties—Loss.....	802,470	03	795,876	81
546 Interest on funded debt.....	38,361,704	14	35,041,380	28
546A Interest on Dominion Government advances.....	31,271,043	00	30,157,943	67
547 Interest on unfunded debt.....	377,115	47	239,536	07
548 Amortization of discount on funded debt.....	317,671	51	119,172	56
551 Miscellaneous income charges.....	608,538	04	674,860	11
Miscellaneous appropriation of income.....	—	—	19,502	55
Total deductions from gross income.....	76,233,308	14	74,179,431	32
Net income deficit.....	\$ 54,860,419	22	\$ 51,697,674	94

## RAILWAY OPERATING REVENUES AND EXPENSES

	Year ending December 31, 1924		Year ending December 31, 1923	
	\$	cts.	\$	cts.
<i>Railway Operating Revenues—</i>				
101 Freight.....	171,045	297 89	85,240	896 71
102 Passenger.....	37,233	998 44	39,285	318 14
103 Excess baggage.....		255,433 14	292,513	29
104 Sleeping car.....	1,793	096 14	1,652	408 60
105 Parlor and chair car.....	305	162 69	291	597 16
106 Mail.....	3,595	261 61	3,543	078 11
107 Express.....	13,316	628 94	13,654	710 00
108 Other passenger train.....	143	494 01	133	219 82
109 Milk.....	455	759 51	469	224 03
110 Switching.....	2,562	474 71	2,735	572 53
111 Special service train.....	72	888 87	77	121 70
112 Other freight train.....		—	6	985 65
113 Water transfers—Freight.....	1,251	29	7	115 56
114 Water transfers—Passenger.....	7,384	70	9	705 10
115 Water transfers—Vehicles and live stock.....	3,602	00	7	052 50
116 Water transfers—Other.....	1,455	50	1	521 50
127 Special service.....		—		75 00
131 Dining and Buffet.....	1,397	477 27	1,416	799 51
132 Hotel and restaurant.....	137	547 40	136	875 40
133 Station, train and boat privileges.....	161	549 99	162	349 13
134 Parcel room.....	111	407 91	115	191 24
135 Storage—Freight.....	170	813 40	181	936 94
136 Storage—Baggage.....	60	737 76	57	787 76
137 Demurrage.....	647	335 09	974	805 86
138 Telegraph and telephone.....	2	170 09	2	473 29
139 Grain elevators.....	438	413 65	626	839 05
140 Stock yards.....	5	213 78	9	890 95
141 Power.....		—		91 28
142 Rents of buildings and other property.....	250	876 61	504	668 59
143 Miscellaneous.....	1,475	582 85	1,555	528 22
151 Joint facility—Credit.....	45	756 65	25	205 82
152 Joint facility—Debit.....	109	889 34	42	888 17
Total operating revenues.....	235,588	182 55	253,135	487 61
<i>Railway operating expenses—</i>				
*Maintenance of way and structures.....	44,039	965 51	44,778	445 45
*Maintenance of equipment.....	47,972	444 24	52,176	320 13
*Traffic.....	6,892	751 22	5,792	928 06
*Transportation.....	110,085	033 62	120,302	450 65
*Miscellaneous operations.....	2,381	469 56	2,304	105 60
*General.....	7,633	834 05	8,063	390 52
Transportation for investment—Credit.....	661	567 13	712	801 88
Total operating expenses.....	218,343	931 07	232,704	838 53

\*Details of these items follow.

## RAILWAY OPERATING EXPENSES

	Year ending December 31, 1924		Year ending December 31, 1923	
	\$	cts.	\$	cts.
<i>Maintenance of Way and Structures—</i>				
201 Superintendence.....	3,023,317	09	2,976,361	50
202 Roadway maintenance.....	3,965,740	73	4,294,842	16
206 Tunnels and subways.....	21,881	49	12,175	86
207 Tunnels and subways depreciation.....	12,155	14	12,155	14
208 Bridges, trestles and culverts.....	3,047,228	74	2,979,295	61
209 Bridges, trestles and culverts depreciation.....	54,559	50	47,752	91
210 Elevated structures.....	—	—	—	—
212 Ties.....	6,814,905	25	6,635,760	27
214 Rails.....	3,676,122	51	2,717,389	13
216 Other track material.....	1,961,999	13	1,870,279	57
218 Ballast.....	426,280	21	356,106	82
220 Track laying and surfacing.....	11,443,053	17	12,223,942	10
221 Right of way fences.....	414,150	94	419,792	84
223 Snow and sand fences and snow sheds.....	34,381	51	49,867	87
225 Crossings and signs.....	559,161	46	585,700	64
227 Station and office buildings.....	1,676,712	69	1,734,843	37
228 Station and office buildings depreciation.....	2,368	80	2,368	80
229 Roadway buildings.....	150,499	87	146,304	63
231 Water stations.....	544,412	26	628,694	69
233 Fuel stations.....	211,437	49	291,902	28
234 Fuel stations depreciation.....	477	34	477	41
235 Shops and enginehouses.....	1,574,290	55	1,451,923	42
237 Grain elevators.....	107,869	62	65,412	70
239 Storage warehouses.....	—	—	116	13
241 Wharves and docks.....	285,923	56	284,976	40
243 Coal and ore wharves.....	50,560	89	50,777	27
245 Gas producing plants.....	1,619	20	14,494	48
247 Telegraph and telephone lines.....	503,824	23	505,169	26
249 Signals and interlockers.....	421,541	32	367,785	38
253 Power plant buildings.....	3,401	51	1,664	51
255 Power sub station buildings.....	544	77	—	—
257 Power transmission systems.....	14,651	09	27,621	95
259 Power distribution systems.....	42,228	63	10,042	12
261 Power line poles and fixtures.....	206	75	60	00
263 Underground conduits.....	—	—	647	65
265 Miscellaneous structures.....	3,250	95	2,579	81
267 Paving.....	1,143	96	5,381	46
269 Roadway machines.....	251,270	78	240,200	27
271 Small tools and supplies.....	601,644	29	580,425	05
272 Removing snow, ice and sand.....	1,773,208	12	2,731,069	46
273 Assessments for public improvements.....	20,838	79	1,063	25
274 Injuries to persons.....	416,075	30	316,134	85
275 Insurance.....	658,736	65	523,374	91
276 Stationery and printing.....	99,193	40	83,566	47
277 Other expenses.....	27,729	34	15,092	65
278 Maintaining joint tracks, yards and other facilities, Dr.....	1,000,030	28	1,020,403	80
279 Maintaining joint tracks, yards and other facilities, Cr.....	1,860,663	79	1,557,661	45
Total maintenance of way and structures.....	44,039,965	51	44,778,445	45

## DEPARTMENT OF RAILWAYS AND CANALS

## RAILWAY OPERATING EXPENSES—Continued

	Year ending December 31, 1924		Year ending December 31, 1923	
	\$	cts.	\$	cts.
<i>Maintenance of Equipment—</i>				
301 Superintendence.....	1,677,547	44	1,683,896	42
302 Shop machinery and tools.....	1,319,069	20	1,437,811	52
304 Power plant machinery.....	100,271	06	102,572	99
306 Power sub-station apparatus.....	696	94	178	87
308 Steam locomotives—Repairs.....	17,319,361	14	18,883,484	81
309 Steam locomotives—Depreciation.....	421,890	26	369,234	95
310 Steam locomotives—Retirements.....	895,149	07	267,610	49
311 Other locomotives—Repairs.....	40,845	91	38,227	76
312 Other locomotives—Depreciation.....	3,834	78	3,834	72
313 Other locomotives—Retirements.....	—	—	—	—
314 Freight train cars—Repairs.....	15,013,169	16	18,656,307	70
315 Freight train cars—Depreciation.....	525,017	68	278,069	58
316 Freight train cars—Retirements.....	1,263,273	77	569,608	79
317 Passenger train cars—Repairs.....	6,336,565	06	6,431,395	86
318 Passenger train cars—Depreciation.....	52,271	80	20,697	14
319 Passenger train cars—Retirements.....	55,662	56	74,332	67
320 Motor equipment of cars—Repairs.....	20,692	97	39,331	95
323 Floating equipment—Repairs.....	139,555	51	168,955	35
324 Floating equipment—Depreciation.....	25,926	12	25,030	32
325 Floating equipment—Retirements.....	—	—	—	—
326 Work equipment—Repairs.....	1,832,308	60	2,155,625	78
327 Work equipment—Depreciation.....	31,163	45	11,265	56
328 Work equipment—Retirements.....	121,662	08	87,942	06
329 Miscellaneous equipment—Repairs.....	13,145	39	10,668	30
330 Miscellaneous equipment—Depreciation.....	—	—	—	—
331 Miscellaneous equipment—Retirements.....	—	—	—	—
332 Injuries to persons.....	345,036	82	266,563	90
333 Insurance.....	502,042	78	528,698	35
334 Stationery and printing.....	92,204	71	95,993	00
335 Other expenses.....	18,465	47	23,074	07
336 Maintaining joint equipment at terminals, Dr.....	189,096	76	157,882	01
337 Maintaining joint equipment at terminals, Cr.....	383,482	25	211,974	79
Total.....	47,972,444	24	52,176,320	13
<i>Traffic Expenses—</i>				
351 Superintendence.....	1,875,602	24	1,717,126	77
352 Outside Agencies.....	2,465,739	71	2,240,441	76
353 Advertising.....	1,280,911	53	1,065,123	11
354 Traffic associations.....	95,942	37	76,523	95
355 Fast freight lines.....	—	—	—	—
356 Industrial and immigration bureaus.....	770,454	90	309,188	00
357 Insurance.....	808	82	3,423	43
358 Stationery and printing.....	358,127	06	353,709	42
359 Other expenses.....	45,164	59	27,391	62
Total.....	6,892,751	22	5,792,928	06

## RAILWAY OPERATING EXPENSES—Continued

	Year ending December 31, 1924		Year ending December 31, 1923	
	\$	cts.	\$	cts.
<i>Transportation Rail Line—</i>				
371 Superintendence.....	3,610,188	71	3,303,457	77
372 Despatching trains.....	1,399,128	67	1,383,622	04
373 Station employees.....	16,043,902	37	16,639,356	08
374 Weighing inspection, and demurrage bureaus.....	71,170	77	68,076	53
375 Coal and ore wharves.....	141,965	27	160,623	13
376 Station supplies and expenses.....	1,497,846	19	1,489,739	10
377 Yardmasters and yard clerks.....	2,436,287	56	2,424,801	75
378 Yard conductors and brakemen.....	4,842,181	65	5,386,517	69
379 Yard, switch and signal tenders.....	724,539	50	677,574	01
380 Yard enginemmen.....	3,428,229	34	3,762,118	04
381 Yard motormen.....	26,087	70	25,786	41
382 Fuel for yard locomotives.....	5,198,621	15	5,914,466	53
383 Yard switching power produced.....	18,445	19	17,683	64
384 Yard switching power purchased.....	44,403	91	60,540	92
385 Water for yard locomotives.....	190,153	43	130,749	58
386 Lubricants for yard locomotives.....	51,067	70	58,659	48
387 Other supplies for yard locomotives.....	51,690	20	61,151	00
388 Enginehouse expenses—Yard.....	1,423,442	71	1,479,215	82
389 Yard supplies and expenses.....	119,530	96	116,966	07
390 Operating joint yards and terminals, Dr.....	2,106,246	64	2,496,058	82
391 Operating joint yards and terminals, Cr.....	2,575,406	45	2,704,557	14
392 Train Enginemmen.....	10,329,289	31	11,445,894	17
393 Train motormen.....	56,884	90	26,813	64
394 Fuel for train locomotives.....	22,859,840	71	27,792,571	47
395 Train power produced.....	15,873	91	13,516	88
396 Train power purchased.....	45,535	83	34,216	34
397 Water for train locomotives.....	1,166,571	03	1,307,399	71
398 Lubricants for train locomotives.....	315,948	30	362,100	77
399 Other supplies for train locomotives.....	227,014	20	263,144	75
400 Enginehouse Expenses—Train.....	3,997,535	95	4,388,710	08
401 Trainmen.....	11,349,961	29	12,569,255	80
402 Train supplies and expenses.....	4,682,755	66	4,669,893	56
403 Operating sleeping cars.....	972,340	72	924,121	03
404 Signal and interlocker operation.....	562,711	49	570,579	27
405 Crossing protection.....	734,310	92	760,252	32
406 Drawbridge operation.....	111,490	65	118,526	18
407 Telegraph and telephone operation.....	124,772	34	289,802	80
408 Operating floating equipment.....	913,072	63	967,025	50
409 Express service.....	6,364,533	48	6,404,470	74
410 Stationery and printing.....	855,036	75	860,435	01
411 Other expenses.....	388,287	06	287,702	43
412 Operating joint tracks and facilities, Dr.....	406,552	71	403,230	64
413 Operating joint tracks and facilities, Cr.....	613,759	98	546,866	32
414 Insurance.....	487,786	99	325,130	40
415 Clearing wrecks.....	499,515	82	692,695	03
416 Damage to property.....	120,764	58	189,610	10
417 Damage to stock on right-of-way.....	69,242	52	86,359	72
418 Loss and damage—Freight.....	1,186,544	69	1,343,027	56
419 Loss and damage—Baggage.....	6,789	65	22,536	31
420 Injuries to persons.....	989,005	92	777,677	44
Total.....	110,085,033	62	120,302,450	60

RAILWAY OPERATING EXPENSES—*Concluded*

	Year ending December 31, 1924		Year ending December 31, 1923	
	\$	cts.	\$	cts.
<i>Miscellaneous Operations—</i>				
441 Dining and buffet service.....	2,029,174	07	1,876,124	48
442 Hotels and restaurants.....	121,356	28	122,698	72
443 Grain elevators.....	223,046	70	303,994	95
444 Stockyards.....			1,196	76
446 Other miscellaneous operations.....	7,892	51	90	74
Total miscellaneous operations.....	2,381,469	56	2,304,105	65
<i>General Expenses—</i>				
451 Salaries and expenses of general officers.....	990,957	88	947,575	99
452 Salaries and expenses of clerks and attendants.....	4,281,896	34	4,383,847	42
453 General office supplies and expenses.....	564,792	25	796,237	59
454 Law expenses.....	479,893	78	616,435	36
455 Insurance.....	2,793	49	6,849	45
456 Relief department expenses.....	27,500	00	29,060	00
457 Pensions.....	682,023	96	627,399	23
458 Stationery and printing.....	236,811	96	330,295	30
459 Valuation expenses.....	33,040	43	44,921	40
460 Other expenses.....	337,697	64	286,119	64
461 General joint facilities, Dr.....	7,167	44	8,710	20
462 General joint facilities, Cr.....	10,741	12	14,061	06
Total general expenses.....	7,633,834	05	8,063,390	52

## EXPENDITURES, LESS RETIREMENTS, DURING THE YEAR 1924, APPLICABLE TO INVESTMENT IN ROAD AND EQUIPMENT

<i>Road—</i>	
1 Engineering.....	\$ 408,619 77
2 Land for transportation purposes.....	656,092 69
3 Grading.....	3,245,437 05
5 Tunnels and subways.....	39,742 83
6 Bridges, trestles and culverts.....	1,806,177 72
8 Ties.....	1,089,997 42
9 Rails.....	1,617,862 68
10 Other track material.....	1,523,868 97
11 Ballast.....	940,084 65
12 Track laying and surfacing.....	1,388,452 15
13 Right-of-way fences.....	88,592 86
14 Snow and sand fences and snow sheds.....	19,437 94
15 Crossings and signs.....	356,699 62
16 Station and office buildings.....	1,145,362 45
17 Roadway buildings.....	140,472 06
18 Water stations.....	362,136 17
19 Fuel stations.....	169,386 60
20 Shops and engine houses.....	1,502,796 67
21 Grain elevators.....	142,146 46
22 Storage warehouses.....	189 23
23 Wharves and docks.....	253,405 44
26 Telegraph and telephones lines.....	356,972 13
27 Signals and interlockers.....	381,820 67
29 Power plant buildings.....	13,533 15
30 Power substation buildings.....	3,325 24
31 Power transmission systems.....	3,802 85
32 Power distribution systems.....	19,255 85
33 Power lines, poles and fixtures.....	5,271 22
34 Underground conduits.....	35,482 99
35 Miscellaneous structures.....	36,408 87
36 Paving.....	4,305 33
37 Roadway machines.....	58,634 56
38 Roadway small tools.....	562 38
39 Assessments for public improvements.....	176,790 32
40 Revenues and operating expenses during construction.....	2,372 06
41 Cost of road purchased.....	1,278,000 00
43 Other expenditures—Road.....	32,398 04
44 Shop machinery.....	1,056,749 16
45 Power plant machinery.....	11,477 80
46 Power substation apparatus.....	19,374 25
47 Unapplied construction material and supplies.....	153,477 97
	20,234,897 75

EXPENDITURES, LESS RETIREMENTS, DURING THE YEAR 1924, APPLICABLE TO INVESTMENT IN ROAD AND EQUIPMENT—*Concluded**Equipment—*

51 Steam locomotives.....	5,409,028 71
53 Freight train cars.....	6,079,426 99
54 Passenger train cars.....	4,481,564 35
55 Motor equipment of cars.....	127,263 58
56 Floating equipment.....	4,622 36
57 Work equipment.....	1,011,673 55
58 Miscellaneous equipment.....	12,159 42

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17,125,738 96
*General—*

71 Organization expenses.....	598 00
73 Law.....	745 00
74 Stationery and printing.....	8,725 11
76 Interest during construction.....	58,519 81
77 Other expenditures—General.....	72,593 19

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5,201 27

Total.....	37,355,435 44
Investment expenditures by separately operated properties.....	1,402,603 27
Investment expenditures under suspense appropriations.....	732,584 39
Balance sheet adjustments, chiefly the transfer from A/c 701 to A/c 705 of Hotel properties.....	13,326,008 54

Change in A/c 701 during year.....	26,164,614 56
Balance at January 1st, 1924.....	1,810,908,126 08

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Balance at December 31, 1924, as per balance sheet..... 1,837,072,740 64

## A/C 702—IMPROVEMENTS ON LEASED RAILWAY PROPERTY DURING YEAR 1924

1 Engineering.....	\$ 4,502 70
2 Land for transportation purposes.....	1,148 09
3 Grading.....	50,137 13
6 Bridges, trestles and culverts.....	70,184 51
8 Ties.....	13,293 71
9 Rails.....	53,613 41
10 Other track material.....	96,328 66
11 Ballast.....	3,992 46
12 Track laying and surfacing.....	37,682 95
13 Right-of-way fences.....	161 04
15 Crossings and signs.....	13,982 25
16 Station and office buildings.....	8,318 88
17 Roadway buildings.....	8,237 02
18 Water stations.....	21,997 62
19 Fuel stations.....	4,003 54
20 Shops and engine houses.....	41,907 56
21 Grain elevators.....	6,862 39
23 Wharves and docks.....	60,038 60
26 Telegraphs and telephone lines.....	189,808 24
27 Signals and interlockers.....	6,470 91
31 Power transmission systems.....	1,611 06
32 Power distribution systems.....	1,730 76
33 Power lines, poles and fixtures.....	65 70
37 Roadway machines.....	15 93
38 Roadway small tools.....	18 67
39 Assessments for public improvements.....	10,659 43
44 Shop machinery.....	25,187 53
Investment expenditures by subsidiary companies prior to 1924.....	523,494 83
Investment expenditures under suspense appropriations.....	6,846 52

Change in A/c 702 during year.....	1,235,321 92
Balance at January 1st, 1924.....	4,625,329 16

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Balance at December 31st, 1924, per balance sheet..... 5,860,651 08

Expenditures on properties leased from one system company to another are included in this account.

STATEMENT SHOWING DETAILS OF EQUIPMENT ON HAND DECEMBER 31, 1923  
ADDITIONS, RETIREMENTS AND POSITION AT DECEMBER 31, 1924

	December 31, 1923	Additions during year	Retirements during year	December 31, 1924
<i>Locomotives—</i>				
Passenger—Freight.....	2,759	79	87	2,751
Switching.....	497	22	14	505
Electric locomotives.....	12			12
Total locomotives.....	3,268	101	101	3,268
<i>Freight equipment—</i>				
Box cars.....	87,642	1,198	1,972	86,868
Flat cars.....	11,834	141	562	11,413
Stock cars.....	6,059	193	63	6,189
Coal cars.....	16,370	862	164	17,068
Tank cars.....	142			142
Refrigerator cars.....	3,135		27	3,108
Caboose cars.....	1,718	102	67	1,753
Other cars in freight service.....	1,953	377	90	2,240
Total freight equipment.....	128,853	2,873	2,945	128,781
<i>Passenger Equipment—</i>				
First class cars.....	976	30	24	982
Second class cars.....	241	20	10	251
Combination cars.....	234	4	3	285
Emigrant cars.....	329	2	4	327
Dining cars.....	84			84
Parlor cars.....	119	16	3	132
Sleeping cars.....	251	4	2	253
Postal cars.....	104		3	101
Baggage and express cars.....	1,018	52	19	1,051
Other cars in passenger service.....	63	36	5	94
Total passenger equipment.....	3,469	164	73	3,560
<i>In Company's Service—</i>				
Business and Pay cars.....	77	2	4	75
All other cars in company's service.....	6,526	720	370	6,876
Total in Company's service.....	6,603	722	374	6,951
Total cars.....	138,925	3,759	3,392	139,292
<i>Floating Equipment—</i>				
Car ferries.....	8			8
Barges.....	5			5
Tugs.....	3			3

COMPARATIVE STATEMENT OF OPERATING REVENUE PAID IN LABOUR AND  
THE AVERAGE NUMBER OF EMPLOYEES

	1924		1923		Increase or decrease	Per cent Increase or decrease
	\$	cts.	\$	cts.	\$	cts.
Gross earnings.....	253,588	182 55	253,135	487 61	Dec. 547,305 06	6.93
Operating labour.....	127,216	017.40	135,745	991 45	Dec. 8,529,974 05	6.28
Ratio of labour to gross earnings.....		54.00		53.63	Inc. 37	69
Comparison of payroll (including better- ments).....	143,242	026 00	151,893	264 91	Dec. 8,651,238 91	5.70
Average number of employees.....		98,875		104,819	Dec. 5,944	5.67

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF OPERATING RATIO  
AS BETWEEN LABOUR, FUEL AND OTHER EXPENSES

	1924		1923		Increase or decrease	Per cent Increase or decrease
	\$	cts.	\$	cts.	\$	cts.
Labour.....		54.00		53 63	Inc. 37	69
Fuel.....		11 91		13 32	Dec. 1 41	10 59
Other expenses.....		26 77		24 97	Inc. 1 80	7 21
Total.....		92 68		91 92	Inc. 76	83

## COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF DOLLAR SPENT AS BETWEEN LABOUR, FUEL AND OTHER EXPENSES

	1924	1923
Labour.....	58 26	58 33
Fuel.....	12 85	14 48
Other expenses.....	28 89	27 10
Total.....	100 00	100 00

## COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF DOLLAR SPENT OVER MAIN OPERATING EXPENSES

	1924	1923
	Cents	Cents
Maintenance of way and structures.....	20	19
Maintenance of equipment.....	22	23
Traffic.....	03	02
Transportation—Rail.....	50	52
Miscellaneous operations.....	01	01
General.....	04	03
Transportation for investment—Cr.....		
	100	100

## LOANS FROM DOMINION OF CANADA

	Principal outstanding at December 31, 1924	Interest accrued 1924	Interest accrued 1923
	\$ cts.	\$ cts.	\$ cts.
<i>Canadian National—Grand Trunk—</i>			
6% 1920/1921 loan.....	25,000,000 00	1,500,000 00	1,500,000 00
6% 1921/1922 loan.....	55,293,435 18	3,317,606 10	3,259,925 13
6% 1922/1923 vote No. 137.....	23,288,737 15	1,397,324 76	1,130,789 68
6% 1923/1924 vote No. 139.....	—	130,169 29	109,183 94
Advance A/c G.T.P. 4% debentures.....	15,000,000 00	600,000 00	600,000 00
5% 1924/1925 vote 137.....	452,647 61	10,879 31	—
Less refunded.....	14,259,435 69	302,597 40	—
<i>Grand Trunk Pacific—</i>			
6% Appropriation Act, 1916.....	4,555,843 45	273,350 60	273,350 60
6% Appropriation Act, 1917.....	4,196,073 72	251,764 42	251,764 42
6% Appropriation Act, 1918.....	5,787,439 93	347,246 40	347,246 40
6% orders in council.....	6,000,000 00	360,000 00	360,000 00
Advances to pay interest guaranteed by Dominion Government.....	19,543,640 07	—	—
Receiver's certificates 6%.....	49,077,692 36	2,865,405 33	2,632,567 98
3% G.T.P. bonds held by Government.....	33,048,000 00	991,440 00	991,440 00
<i>Canadian Northern Railway—</i>			
3½% advances under 1911 legislation.....	2,396,099 68	83,863 48	83,863 48
4% advances under 1914 legislation.....	5,294,000 02	211,760 00	211,760 00
5% advances under 1915 legislation.....	10,000,000 00	500,000 00	500,000 00
6% advances under 1916 legislation.....	15,000,000 00	900,000 00	900,000 00
6% advances under 1917 legislation.....	25,000,000 00	1,500,000 00	1,500,000 00
6% advances under 1918 legislation.....	25,000,000 00	1,500,000 00	1,500,000 00
6% advances under 1918 War Measure Act.....	1,887,821 16	113,269 26	113,269 26
6% equipment loans under chap. No. 38, 1918.....	13,951,328 28	837,079 70	837,079 70
6% advances under 1919 Appropriation Act.....	35,000,000 00	2,100,000 00	2,100,000 00
6% advances under vote No. 96—1919.....	23,362,212 73	1,401,732 76	1,401,732 76
6% advances under vote No. 127—1920.....	48,611,077 00	2,916,664 62	2,916,664 62
6% advances under vote No. 115—1920.....	15,503,426 34	930,205 58	930,205 58
6% advances under vote No. 113—1921.....	1,725,723 30	103,543 40	103,543 40
6% advances under vote No. 126—1921.....	24,500,000 00	1,470,000 00	1,472,239 73
6% advances under vote No. 126, G.T.P. 1921/1922.....	11,733,625 27	704,017 52	723,152 22
6% advances under vote No. 126, G.T.P. 1921/1922.....	8,186,181 15	491,170 86	491,170 87
6% advances under vote No. 136—1922-1923.....	42,800,000 00	2,568,000 00	2,456,716 82
6% advances under vote No. 115—1922-1923.....	2,315,805 79	138,948 34	115,020 79
6% advances under vote No. 139—1923-1924.....	12,655,019 57	817,564 85	345,256 29
5% advances under vote No. 137—1924-1925.....	8,491,553 57	240,633 82	—
	\$560,397,957 64	\$31,271,043 00	\$30,157,943 67

## A-C 546—INTEREST ON FUNDED DEBT

## A-C 755—UNMATURED FUNDED DEBT HELD BY PUBLIC

Name of Security	Issuing company	Date of maturity	Principal	Interest	Interest
			outstanding at Dec. 31, 1924	accrued 1924	accrued 1923
			\$ cts.	\$ cts.	\$ cts.
<i>Guaranteed by Dominion Government—</i>					
5% Perpetual debenture stock.....	G.T.R.....	Perpetual.....	20,782,491 67	1,039,124 58	1,039,124 58
5% G. W. perpetual debenture stock.....	G.T.R.....	Perpetual.....	13,252,322 67	662,616 12	662,616 12
4% Perpetual debenture stock.....	G.T.R.....	Perpetual.....	119,839,014 33	4,793,560 56	4,793,560 56
4% Northern Railway perpetual debenture stock.....	G.T.R.....	Perpetual.....	1,499,979 67	59,999 18	59,999 18
4% Perpetual guaranteed stock.....	G.T.R.....	Perpetual.....	60,533,333 33	2,433,333 33	2,433,333 33
7% Sinking fund gold debenture bonds.....	G.T.R.....	Oct. 1, 1940.....	24,743,000 00	1,732,010 00	1,732,010 00
6% Sinking fund gold debenture bonds.....	G.T.R.....	Sept. 1, 1936.....	25,000,000 00	1,500,000 00	1,500,000 00
3% 1st mortgage bonds (ex. Government holdings).....	G.T.P.....	Jan. 1, 1962.....	34,992,000 00	1,049,760 00	1,049,760 00
4% Sterling bonds, due 1962.....	G.T.P.....	Jan. 1, 1962.....	8,440,848 00	337,633 92	337,633 92
3% 1st mortgage debenture stock.....	Can. Nor.....	July 10, 1953.....	9,359,996 72	280,799 86	280,799 86
3% 1st mortgage debenture stock.....	Can. Nor.....	July 20, 1958.....	7,896,588 26	276,380 46	276,380 46
4% Debenture stock.....	Can. Nor.....	Sept. 1, 1934.....	17,060,333 33	682,413 34	682,413 34
7% Sinking fund debenture bonds.....	Can. Nor.....	Dec. 1, 1940.....	24,793,000 00	1,735,510 00	1,735,510 00
6% Sinking fund debenture bonds.....	Can. Nor.....	July 1, 1946.....	25,000,000 00	1,625,000 00	1,625,000 00
5% 5 year secured notes.....	Can. Nor.....	Dec. 1, 1924.....	—	302,500 00	330,000 00
5% 3 year guaranteed notes.....	Can. Nor.....	Mar. 1, 1925.....	11,000,000 00	550,000 00	550,000 00
3% 1st mortgage debenture stock.....	C.N.A.....	May 4, 1960.....	3,149,998 66	110,249 94	110,249 94
3% 1st mortgage debenture stock.....	C.N.O.....	May 19, 1961.....	34,229,996 87	1,198,049 84	1,198,049 84
5% Equipment trust—Series "G".....	Can. Nat.....	Serially 1-8-1938.....	21,000,000 00	1,075,000 00	453,880 61
5% 30 year bonds.....	Can. Nat.....	Feb. 1, 1954.....	50,000,000 00	2,261,858 75	—
4% 3 year guaranteed gold notes.....	Can. Nat.....	July 1, 1927.....	20,000,000 00	305,753 33	—
4% 30 year guaranteed gold bonds.....	Can. Nat.....	Sept. 15, 1954.....	26,000,000 00	334,839 04	—
<i>Guaranteed by Province of Ontario—</i>					
3% 1st Mortgage debenture stock.....	C.N.O.....	1936 & 1938...	7,859,997 59	275,099 90	275,099 90
<i>Guaranteed by Province of Manitoba:</i>					
4% Consolidated debenture bonds.....	Can. Nor.....	June 30, 1930.....	10,784,046 65	431,361 86	431,361 86
4% Sifton branch bonds.....	Can. Nor.....	Feb. 1, 1929.....	1,137,340 00	45,493 60	45,493 60
4% Gilbert plains branch bonds.....	Can. Nor.....	Nov. 1, 1930.....	2,433 33	97 32	97 32
4% Man. & south eastern bonds.....	Can. Nor.....	Feb. 1, 1929.....	512,460 00	20,498 38	20,498 38
4% Ontario division bonds.....	Can. Nor.....	June 30, 1930.....	5,676,966 66	227,078 67	227,039 74
4% Ontario division bonds.....	Can. Nor.....	June 30, 1930.....	67,646 67	3,044 10	3,087 90
4% Winnipeg terminal bonds.....	Can. Nor.....	July 1, 1939.....	3,000,000 00	120,000 00	120,000 00
4% 1st mortgage debenture stock.....	Can. Nor.....	June 30, 1930.....	2,859,998 87	114,399 92	114,399 92
4% Province of Manitoba bonds.....	Can. Nor.....	Sept. 1, 1931.....	349,000 00	13,960 00	13,960 00
<i>Guaranteed by Province of Saskatchewan—</i>					
4% 1st mortgage bonds.....	G.T.P.....	Jan 22, 1939...	9,874,062 00	394,962 48	394,962 48
4% 1st mortgage debenture stock.....	Can. Nor.....	Jan. 23, 1939...	8,029,999 09	321,200 00	321,200 00
<i>Guaranteed by Province of Alberta—</i>					
4% 1st mortgage bonds—1942.....	G.T.P.....	Feb. 15, 1942.....	1,153,764 00	46,150 56	46,150 56
4% 1st mortgage bonds—1939.....	G.T.P.....	Feb. 15, 1939.....	2,430,000 00	97,200 00	97,200 00
4% 1st mortgage debenture stock.....	Can. Nor.....	Feb. 25, 1939.....	5,586,665 64	223,466 62	223,466 62
4% 1st mortgage debenture stock—1943.....	C.N.W.....	Oct. 22, 1943.....	2,799,997 73	125,999 90	125,999 90
4% 1st mortgage debenture stock—1942.....	C.N.W.....	Feb. 16, 1942.....	6,424,000 00	289,080 00	289,080 00
<i>Guaranteed by province of British Columbia—</i>					
4% 1st mortgage debenture stock.....	C.N.P.....	April 2, 1950.....	16,412,001 13	656,480 07	656,480 07
4% Terminal debenture stock.....	C.N.P.....	April 2, 1950.....	8,614,000 00	387,630 00	387,630 00
Carried forward.....			652,447,283 77	28,139,595 63	24,643,529 99

CANADIAN NATIONAL RAILWAYS

A-C 546—INTEREST OF FUNDED DEBT—Continued

A-C 755—UNMATURED FUNDED DEBT HELD BY PUBLIC—Continued

Name of Security	Issuing company	Date of maturity	Principal outstanding at Dec. 31, 1924	Interest accrued 1924	Interest accrued 1923
			\$ cts.	\$ cts.	\$ cts.
Brought forward.....			652,447,283 77	28,39,595 63	24,643,529 99
<i>Unguaranteed (By Provinces or Dominion)—</i>					
4% Canada Atlantic 1st mortgage bonds.....	G.T.R.....	Jan. 1, 1955....	16,000,092 00	640,003 68	640,003 68
Vs. Wellington, Grey & Bruce bonds.....	G.T.R.....	July 1, 1901....	240,413 33	26,800 70	27,242 54
6% Northern railway 3rd preference bonds.....	G.T.R.....	Indeterminable.....	70,566 66	4,234 00	4,234 00
5% Equipment trust—Series "D".....	G.T.R.....	Aug. 1, 1927....	750,000 00	41,666 67	54,166 66
6% Equipment trust notes "U.S.R.A.".....	G.T.R.....	Jan. 15, 1935....	658,900 00	39,534 00	43,128 00
6% Equipment trust certificates "F".....	G.T.R.....	Feb. 1, 1936....	11,230,000 00	729,950 00	729,950 00
4% 2nd mortgage prairie "A".....	G.T.P.....	April 1, 1955....	10,206,000 00	408,240 00	408,240 00
4% 2nd mortgage mountain "B".....	G.T.P.....	April 1, 1955....	9,963,000 00	398,520 00	398,520 00
4% 1st mortgage lake Superior.....	G.T.P.....	April 1, 1955....	7,533,000 00	301,320 00	301,320 00
4% Perpetual debenture stock.....	G.T.P.....	Perpetual.....	34,879,252 86	1,395,170 12	1,395,170 12
4% Perpetual consolidated debenture stock.....	Can. Nor.....	Perpetual.....	44,943,019 40	1,797,720 74	1,797,720 74
4% Prince Albert branch bonds.....	Can. Nor.....	June 30, 1930....	300,000 00	13,500 00	13,500 00
6% Equipment trust—Series "A".....	Can. Nor.....	July 1, 1928....	1,700,000 00	115,500 00	142,500 00
6% Equipment trust—Series "B".....	Can. Nor.....	Jan. 1, 1929....	3,375,000 00	213,750 00	258,750 00
6% Equipment trust—Series "C".....	Can. Nor.....	May 1, 1929....	3,375,000 00	228,750 00	273,750 00
6% Equipment trust—Series "D".....	Can. Nor.....	Dec. 1, 1929....	3,750,000 00	255,000 00	300,000 00
7% Equipment trust—Series "E".....	Can. Nor.....	May 1, 1935....	14,000,000 00	980,000 00	980,000 00
5% Equipment trust—Series "K-1".....	Can. Nor.....	Oct. 1, 1924....	—	5,437 50	16,000 00
5% Equipment trust—Series "L-1".....	Can. Nor.....	Aug. 1, 1926....	260,000 00	15,200 00	21,800 00
6% 2 year collateral trust gold notes.....	Can. Nor.....	Aug. 1, 1924....	—	152,215 00	260,940 00
4% Perpetual consolidated debenture stock.....	C.N.O.....	Perpetual.....	8,724,113 20	348,964 50	348,964 50
5% 1st mortgage bonds.....	C.O.R.....	Jan. 1, 1934....	794,240 05	39,712 00	39,772 83
5% 1st mortgage bonds.....	Bay of Quinte.....	Jan. 2, 1927....	730,000 00	36,500 00	36,500 00
4% Perpetual consolidated debenture stock.....	C.N.Q.....	Perpetual.....	5,250,369 23	210,014 76	210,014 76
4% 1st mortgage gold bonds.....	G.N. of C.....	Oct. 1, 1934....	3,510,250 00	140,410 00	140,410 00
4% 1st mortgage perpetual debenture stock.....	Q.&L.St.J.....	Perpetual.....	4,252,503 06	170,100 14	170,100 14
3 1/2% 1st mortgage bonds.....	H. & S.W.....	Sept. 30, 1942..	4,447,000 00	155,645 00	155,645 00
4% 1st mortgage debenture stock.....	Q.L.L. & S.R. R.....	July 1, 1936....	5,019,539 86	200,781 14	200,781 14
5% 1st mortgage rent charge bonds.....	M.R. Tnl. & Tml.....	April 15, 1970..	1,849,820 00	93,700 57	97,529 43
4% 1st mortgage debenture stock.....	D.W. & P.....	June 1, 1939....	7,004,997 27	280,200 00	240,199 84
4% 1st mortgage bonds.....	G.T.W.....	July 1, 1950....	10,964,416 00	438,576 64	438,576 64
6% Equipment trust notes.....	G.T.W.....	Jan. 15, 1935....	2,271,500 00	136,806 25	149,196 25
5% 1st mortgage bonds.....	G.T. Jct.....	Jan. 1, 1934....	938,960 00	46,948 00	46,948 00
Interest on securities retired in 1923, etc.....					16,276 02
4 1/2% Equipment trust Series "H".....	Can. Nat.....	July 1, 1939....	9,375,000 00	161,237 10	
Fixed charges due public per income A-c 546.....				38,361,704 14	35,041,380 28
3 1/2% New England elevator company, firsts.....		July 1, 1941....	170,000 00		Interest charged A-C 542.
4% Portland Elevator Company, firsts.....		Jan. 1, 1937....	65,000 00		Interest charged A-C 542.
4% Pembroke Southern Railway, firsts.....		Sept. 1, 1956....	150,000 00		Interest charged A-C 542
5% C.N. Coal and Ore dock, firsts.....		Jan. 1, 1936....	1,375,000 00		Interest charged A-C 542
4% Montreal warehousing Co., firsts.....		April 1, 1936....	1,000,000 00		Interest in Result of Separately Operated Properties
5% Rail and River Coal Company, firsts.....		April 1, 1938....	1,524,000 00		Operated Properties
5% Niagara, St. Catharines & Toronto Ry. Company, firsts.....		Nov. 1, 1929....	1,098,000 00		Operated Properties
4 1/2% Toronto Suburban debenture stock.....		July 15, 1961....	2,628,000 00		Operated Properties
5% Canadian Northern Income charge debenture stock.....		May 16, 1930....	24,137,846 08		Interest not earned
Canadian National Realities Ltd. Outstanding mortgages.....		Various.....	951,000 00		Interest in Result of Separately Operated propertie
Total debt held by public, per balance sheet A-C 755.....			913,913,082 80		

## STATISTICS OF RAIL-LINE OPERATION

Item Number	Year 1924	Year 1923
1. Average mileage of road operated.....	21,865 99	21,805 14
<i>Train Miles—</i>		
11 Freight—Ordinary.....		
12 " —Light.....		
13 " —Total.....	29,811,416	34,073,929
14 Passenger.....	23,410,063	23,241,846
15 Mixed.....	3,672,533	3,536,792
16 Special.....	23,265	27,680
17 Total transportation service.....	56,917,277	60,880,247
18 Work service.....	2,728,355	3,236,717
<i>Locomotive Miles—</i>		
21 Freight—Principal.....	29,834,085	34,105,821
22 " —Helper.....	669,494	814,572
23 " —Light.....	546,084	736,207
24 " —Total.....	31,049,663	35,656,600
25 Passenger—Principal.....	23,410,071	23,241,851
26 " —Helper.....	186,200	150,902
27 " —Light.....	491,566	483,398
28 " —Total.....	24,087,837	23,876,251
29 Mixed train—Principal.....	3,672,614	3,536,859
30 " —Helper.....	13,263	13,553
31 " —Light.....	41,989	31,561
32 " —Total.....	3,727,866	3,581,973
33 Special—Principal.....	23,265	27,680
34 " —Helper.....	1,516	430
35 " —Light.....	423	671
36 " —Total.....	25,204	28,781
37 Train switching.....	3,688,684	3,942,175
38 Yard switching—Freight.....	12,356,316	13,530,476
39 " —Passenger.....	1,085,686	1,197,664
40 " —Total.....	13,442,002	14,728,140
41 Total transportation service.....	76,021,256	81,813,920
42 Work service.....	3,436,762	3,881,707
<i>Car Miles—</i>		
51 Freight Train—Loaded.....	737,979,275	797,189,578
52 " —Empty.....	363,252,703	413,047,269
53 Sum of loaded and Empty.....	1,101,231,978	1,210,236,847
54 Freight Train—Caboose.....	30,194,756	34,419,364
55 " —Total.....	1,131,426,734	1,244,656,211
56 Passenger Train—Passenger.....	59,255,893	58,774,479
57 " —Sleeping, parlor and observation.....	38,527,906	35,140,885
58 " —Dining.....	6,616,625	6,457,551
59 " —Other.....	56,055,979	56,017,555
60 " —Total.....	160,456,403	156,390,470
61 Mixed train—Freight—Loaded.....	20,819,698	21,107,166
62 " —Freight—Empty.....	8,355,861	8,177,308
63 " —Caboose.....	1,506,061	1,320,297
64 " —Passenger.....	5,219,812	4,981,182
65 " —Sleeping, parlor and observation.....	78,588	31,503
66 " —Dining.....	1,847	917
67 " —Other passenger train.....	2,205,499	2,048,471
68 " —Total.....	38,187,366	37,666,844

## STATISTICS OF RAIL-LINE OPERATION—Continued

Item Number	Year 1924	Year 1923
<i>Car Miles—Concluded</i>		
69 Special train—Freight—Loaded.....	255,201	313,190
70 " " —Freight—Empty.....	4,385	13,837
71 " " —Caboose.....	21,476	26,529
72 " " —Passenger.....	51,105	48,568
73 " " —Sleeping, parlor and observation.....	25,853	47,677
74 " " —Dining.....	582	981
75 " " —Other passenger train.....	7,941	12,391
76 " " —Total.....	366,543	463,173
77 Total transportation service.....	1,330,437,046	1,439,176,698
78 Work service.....	17,863,271	16,712,235
<i>Freight Service—</i>		
81 Tons—Revenue freight.....	52,498,614	57,248,338
82 " " —Non-revenue freight.....	9,698,732	11,942,587
83 " " —Total.....	62,197,346	69,190,935
84 Ton-miles—Revenue freight.....	16,932,406,010	18,546,404,436
85 " " —Non-revenue freight.....	1,926,838,917	2,403,141,782
86 " " —Total.....	18,859,244,927	20,949,546,218
<i>Passenger Service—</i>		
97 Passengers carried—Revenue.....	22,707,880	23,683,781
98 Passenger miles.....	1,372,335,263	1,446,779,216
<i>Revenues and Expenses—</i>		
101 Freight and revenue.....	\$ 171,045,297 89	\$ 185,240,896 71
102 Passenger revenue.....	37,233,998 44	39,285,318 14
103 Passenger service train revenue.....	57,098,834 48	59,322,069 15
104 Operating revenues.....	235,588,182 55	253,135,487 61
105 Operating expenses.....	218,343,931 07	232,704,838 53
106 Net operating revenues.....	17,244,251 48	20,430,649 08
<i>Averages per Mile of Road—</i>		
111 Freight train miles.....	1,363	1,563
112 Passenger train miles.....	1,071	1,066
113 Mixed train miles.....	168	162
114 Special train miles.....	1	1
115 Transportation service train miles.....	2,603	2,792
116 Work train miles.....	125	148
117 Locomotive miles—Transportation.....	3,477	3,752
118 Freight service car miles.....	53,160	58,501
119 Passenger service car miles.....	7,685	7,501
120 Freight revenue.....	\$7,822 44	\$8,495 29
121 Passenger service train revenue.....	\$ 2,611 31	\$ 2,720 55
122 Operating revenues.....	\$10,774 18	\$11,608 98
123 Operating expenses.....	\$9,9855 4.	\$10,672 02
124 Net operating revenues.....	\$ 788 64	\$ 936 96
125 Ton miles—Revenue freight.....	774,372	850,552
126 " " —All freight.....	862,492	960,762
127 Passenger miles—Revenue.....	62,761	66,350
<i>Averages per Train Mile—</i>		
131 Loaded freight car-miles—Freight trains.....	24.75	23.40
132 " " " —Mixed trains.....	5.67	5.97
133 Empty " " —Freight trains.....	12.19	12.12
134 " " " —Mixed.....	2.28	2.31
135 Ton-miles—Revenue freight.....	516.83	501.94
136 " " —All freight.....	575.64	567.01
137 Passenger train car-miles—Passenger trains.....	6.85	6.73
138 " " " —Mixed trains.....	2.04	2.00
139 Revenue passenger miles.....	56.87	60.52
140 Freight revenue.....	\$5 22	\$5 01
141 Passenger service train revenue.....	\$2 37	\$2 48
142 Operating revenues.....	\$4 14	\$4 16
143 Operating expenses.....	\$3 84	\$3 82
144 Net operating revenues.....	\$ 30	\$ 34

## STATISTICS OF RAIL-LINE OPERATION—Continued

Item Number	Year 1923	Year 1922
<i>Average per locomotive mile—</i>		
151 Train Miles—Freight trains.....	.96	.96
152 Car " ".....	36.44	34.91
153 Train " —Passenger trains.....	.97	.97
154 Car " —Passenger trains.....	6.66	6.55
155 Train " —Mixed trains.....	.99	.99
156 Car " —Mixed trains.....	10.24	10.52
157 Train " —Special trains.....	.92	.96
158 Car " —Special trains.....	14.54	16.09
161 Ton-miles revenue freight.....	22.31	22.66
162 " —All freight.....	24.85	25.59
163 Freight revenue.....	\$ 22542	\$ 2263
<i>Averages per Car Mile—Passenger—</i>		
171 Passenger miles—Revenue.....	13.31	14.62
172 Passenger revenue.....	\$ 36121	\$ 39711
<i>Miscellaneous Averages—</i>		
181 Miles hauled—Revenue freight.....	322.53	323.96
182 " —Non-revenue freight.....	198.67	201.22
183 " —All freight.....	303.22	302.78
184 Miles carried—Revenue passengers.....	60.43	61.09
185 Revenue per ton of freight.....	\$ 3.25809	\$ 3.23574
186 " ton mile of freight.....	\$ .01010	\$ .00999
187 " passenger.....	\$ 1.63970	\$ 1.65874
188 " passenger-mile.....	\$ .02713	\$ .02715
189 Operating ratio.....	92.68%	91.92%

## COMPARATIVE STATEMENT OF REVENUE TONNAGE BY COMMODITIES

	Year	Year	Increase Decrease
	1924	1923	
	Tons	Tons	Tons
<i>Products of Agriculture—</i>			
Wheat.....	5,317,519	6,008,725	691,206
Corn.....	402,728	491,803	89,075
Oats.....	1,274,202	1,073,145	201,057
Barley.....	463,359	371,182	92,177
Rye.....	286,949	111,237	175,712
Flax (seed).....	89,567	59,632	29,935
Other grain.....	105,277	58,820	46,457
Flour.....	1,239,649	1,236,051	3,598
Other mill products.....	797,573	604,474	193,099
Hay and straw.....	550,778	484,549	66,229
Cotton.....	47,100	51,898	4,798
Apples (fresh).....	88,502	85,800	2,702
Other fresh fruits.....	298,843	309,270	10,427
Potatoes.....	232,426	198,610	33,816
Other fresh vegetables.....	164,217	120,741	43,476
Other products of agriculture.....	410,599	373,882	36,717
<i>Products of Animals—</i>			
Horses and mules.....	50,551	48,612	1,939
Cattle and calves.....	464,925	516,165	51,240
Sheep and goats.....	41,735	32,885	8,850
Hogs.....	205,720	145,715	60,005
Dressed meats (fresh).....	286,774	349,709	62,935
Dressed meats (cured or salted).....	26,991	37,537	10,546
Other packing house products.....	163,038	164,406	1,368
Poultry.....	20,495	24,015	3,520
Eggs.....	55,342	66,184	10,842
Butter and cheese.....	124,628	126,315	1,687
Wool.....	21,499	21,111	388
Hides and leather.....	77,410	90,050	12,640
Other products of animals.....	44,653	54,822	10,169

## COMPARATIVE STATEMENT OF REVENUE TONNAGE BY COMMODITIES—Continued

	Year 1924	Year 1923	Increase Decrease
	Tons	Tons	Tons
<i>Products of Mines—</i>			
Anthracite coal.....	2,687,710	3,188,977	501,267
Bituminous coal.....	8,090,539	10,602,469	2,511,930
Lignite coal.....	119,180	101,643	17,537
Coke.....	413,290	475,144	61,854
Iron ores.....	264,582	552,315	287,733
Other ores and concentrates.....	292,892	256,572	36,320
Bullion and matte.....	38,532	35,038	7,494
Clay, gravel, sand and crushed stone.....	3,828,670	2,994,558	834,112
Slate, stone, granite (dimension or block).....	811,688	1,071,870	260,182
Crude petroleum.....	234,685	231,783	2,902
Asphaltum.....	63,354	60,834	2,520
Salt.....	406,225	346,202	60,023
Other products of mines.....	175,175	197,780	22,605
<i>Products of Forests—</i>			
Logs, posts, poles and cordwood.....	2,009,773	1,929,385	80,388
Ties.....	146,084	190,861	44,777
Pulpwood.....	2,677,338	2,716,044	38,706
Sawed lumber, timber, box shooks, staves and headings.....	4,179,516	4,741,125	561,609
Other products of forests.....	141,995	274,251	132,256
<i>Manufactures and Miscellaneous—</i>			
Refined petroleum and its products.....	1,129,523	1,064,152	65,371
Sugar, syrup, glucose and molasses.....	422,198	382,331	39,867
Iron, Pig and bloom.....	259,555	419,404	159,849
Rails and fastenings.....	56,992	120,751	63,759
Bar and sheet iron, structural iron and iron pipe.....	557,086	848,130	291,044
Castings, machinery and boilers.....	268,766	524,554	255,788
Cement.....	1,070,043	974,265	95,778
Brick and artificial stone.....	416,343	484,695	68,352
Lime and plaster.....	301,135	346,116	44,981
Sewer pipe and drain tile.....	115,720	81,978	33,742
Agricultural implements and vehicles other than autos..	121,320	123,816	2,496
Automobiles and auto trucks.....	643,826	759,364	115,538
Household goods and second hand furniture.....	47,282	68,221	20,939
Furniture (new).....	42,980	46,191	3,211
Liquor and beverages.....	100,430	81,133	19,292
Fertilizer.....	136,956	122,367	14,589
Paper, printed matter and books.....	922,729	974,543	51,814
Wood pulp.....	852,597	784,212	68,385
Fish (fresh, frozen, smoked or salted).....	69,704	67,892	1,812
Canned meats.....	1,199	3,862	2,663
Canned goods (all canned food products other than meat)	154,619	128,535	26,084
Other manufactures and miscellaneous.....	2,974,308	3,464,239	489,931
Merchandise.....	1,899,026	2,093,386	194,360
Grand total.....	52,498,614	57,248,338	4,749,724

## TELEGRAPH DEPARTMENT

Miles of pole line operated.....	21,863
Miles of wire operated.....	118,276
Number of offices operated.....	1,756
Officers and employees in service.....	3,790
Wages paid during year.....	\$ 2,508,353
Capital expenditures made during year.....	\$ 568,302

The above figures are exclusive of 126 separate Grand Trunk Pacific Telegraph offices, the operations of which resulted in a deficit of \$27,511.

## EXPRESS DEPARTMENT

Number of officers and employees.....	3,109
Wages paid during year.....	\$ 4,178,886 45
Capital expenditures.....	\$ 72,545 66

The equipment includes 562 horses, 125 motor trucks, 6 motor trailers, 3 electric tractors, 1,090 wagon, and sleighs, 68 single and double hubrunners, 581 office safes, 772 train safes, 524 single and double harness 3,006 platform trucks and sleighs.

Special business handled during the year included the following items:—

Fish.....	63,710,700 pounds
Lobster.....	1,564,996 "
	65,275,696 "
Fruit (foreign) (U.S.A.).....	2,964,530 "
Fruit (domestic).....	30,447,024 "
	33,411,554 "
Horses (commercial).....	49 cars
Horses (race).....	228 "
Horses (show).....	15 "
	292 "
Foxes.....	8,122

## SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY SYSTEM

Name of Issuing Company	Capital Stock		Held by System		Held by Government and other	
	\$	cts.	\$	cts.	\$	cts.
<i>Canadian National Railway Company</i> .....	180,424,327	70	†14,796,589	00	†165,627,738	70
Bay City terminal Railway Company.....	15,000	00	15,000	00		
Canada Atlantic Transit Company.....	219,000	00	219,000	00		
*Canada Atlantic Transit Company of U. S. ....	250,000	00	250,000	00		
The Canadian Express Company.....	1,768,800	00	1,768,800	00		
The Champlain and St. Lawrence Railroad Company.....	50,000	00	50,000	00		
*Chicago New York and Boston Refrigerator Company.....	1,129,400	00	1,129,400	00		
Detroit, Grand Haven and Milwaukee Railway Company.....	1,500,000	00	1,500,000	00		
The Erie, London and Tillsonburg Railway Company.....	12,500	00	12,500	00		
Grand Rapids Terminal Railroad Company.....	50,000	00	50,000	00		
The Grand Trunk Junction Railway Company.....	500,000	00	500,000	00		
Grand Trunk Western Railway Company.....	6,000,000	00	6,000,000	00		
International Bridge Company.....	1,500,000	00	1,500,000	00		
The Lachine, Jacques Cartier and Maisonneuve Railway Company.....	120	00	120	00		
The Michigan Air Line Railway.....	300,000	00	300,000	00		
*Montreal and Southern Counties Railway Company	500,000	00	306,500	00	193,500	00
The Maganetawan River Railway Company.....	30,000	00	30,000	00		
*The Montreal Warehousing Company.....	236,000	00	220,300	00	15,700	00
New England Elevator Company.....	400,000	00	400,000	00		
*The Oshawa Railway Company.....	40,000	00	40,000	00		
The Ottawa Terminals Railway Company.....	250,000	00	250,000	00		
The Pembroke Southern Railway Company.....	107,800	00	90,500	00	17,300	00
Portland Elevator Company.....	50,000	00	50,000	00		
*Rail and River Coal Company.....	2,000,000	00	2,000,000	00		
Realty Assets Company, Limited.....	504	00	504	00		
St. Clair Tunnel Company.....	700,000	00	700,000	00		
*The Terminal Warehousing Company, Limited....	1,000,000	00	1,000,000	00		
*The Thousand Islands Railway Company.....	60,000	00	60,000	00		
Toledo, Saginaw and Muskegon Railway Company	1,600,000	00	1,600,000	00		
The Toronto Belt Line Railway Company.....	50,000	00	26,000	00	24,000	00
Transcontinental Townsite Company Limited.....	467,800	00	467,800	00		
The United States and Canada Railroad Company.	219,400	00	218,325	00	475	00
Vermont and Province Line Railroad Company.....	200,000	00	200,000	00		
The Pontiac, Oxford and Northern Railroad Company.....	1,000,000	00	1,000,000	00		
The Detroit and Huron Railway Company.....	148,000	00	148,000	00		
The Chicago and Kalamazoo Terminal Railroad Company.....	100,000	00	100,000	00		
Grand Trunk-Milwaukee Car Ferry Company.....	200,000	00	200,000	00		
Whipple Car Company.....	1,400,000	00	1,400,000	00		
Total Canadian National Railway (Grand Trunk)	204,478,651	70	38,599,938	00	165,878,713	70

## SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY SYSTEM—Continued

Name of Issuing Company	Capital Stock		Held by System		Held by Government and others	
	\$	cts.	\$	cts.	\$	cts.
<i>The Canadian Northern Railway Company</i> .....	100,000	600 00			100,000	600 00
The Bay of Quinté Railway Company.....	1,395,000	00	1,395,000	00		
The Bessemer and Barry's Bay Railway Company.	125,000	00	125,000	00		
The Canadian Northern Alberta Railway Company	3,000,000	00	3,000,000	00		
The Canadian Northern Railway Express Company, Limited.....	1,000,000	00	1,000,000	00		
Canadian Northern Manitoba Railway Company...	250,000	00	250,000	00		
The Canadian Northern Ontario Railway Company	10,000,000	00	10,000,000	00		
Canadian Northern Pacific Railway Company.....	25,000,000	00	25,000,000	00		
*The Canadian Northern Quebec Railway Company.	9,550,000	00	5,700,800	00	3,849,200	00
*Canadian National Realities, Limited.....	40,000	00	40,000	00		
The Canadian Northern Saskatchewan Railway Company.....	1,000,000	00	1,000,000	00		
Canadian Northern Steamships, Limited.....	2,000,000	00	2,000,000	00		
*The Canadian Northern Coal and Ore Dock Com- pany, Limited.....	500,000	00	500,000	00		
Canadian Northern Rolling Stock, Limited.....	50,000	00	50,000	00		
Canadian National Rolling Stock Limited.....	50,000	00	50,000	00		
*Canadian National Electric Railways.....	1,750,000	00	1,750,000	00		
Canadian National Express Company.....	1,000,000	00	1,000,000	00		
Canadian Northern System Terminals Limited....	2,000,000	00	2,000,000	00		
*Canadian National Telegraph Company.....	500,000	00	500,000	00		
*Canadian National Transfer Company.....	500,000	00	500,000	00		
Canadian Northern Western Railway Company....	2,000,000	00	2,000,000	00		
The Central Ontario Railway.....	3,331,000	00	3,329,000	00	2,000	00
Continental Realty & Holding Company Limited...	90,000	00	90,000	00		
The Dalhousie Navigation Company, Limited.....	50,000	00	50,000	00		
Duluth, Winnipeg and Pacific Railroad Company...	100,000	00	100,000	00		
Duluth, Winnipeg and Pacific Railway Company...	6,000,000	00	6,000,000	00		
*Duluth and Virginia Realty Company.....	45,000	00	45,000	00		
Duluth, Rainy Lake & Winnipeg Railway Company	2,000,000	00	2,000,000	00		
*Federal Properties, Limited.....	1,000	00	1,000	00		
*The Great North Western Telegraph Company of Canada.....	373,000	00	31,975	00	9,525	00
The Great North Western Telegraph Company of Canada (held in escrow).....			331,500	00		
The Halifax and South Western Railway Company.	1,000,000	00	1,000,000	00		
The Irondale, Bancroft and Ottawa Railway Com- pany.....	53,500	00	53,000	00	500	00
The James Bay and Eastern Railway Company....	125,000	00	125,000	00		
The Marmora Railway and Mining Company.....	128,600	00	128,600	00		
The Lake Superior Terminals Company Limited...	500,000	00	500,000	00		
The Minnesota and Manitoba Railroad Company...	400,000	00	400,000	00		
The Minnesota and Ontario Bridge Company.....	100,000	00	100,000	00		
Mount Royal Tunnel and Terminal Company, Limi- ted.....	5,000,000	00	5,000,000	00		
*The Niagara, St. Catharines and Toronto Railway Company.....	925,000	00	924,900	00	100	00
*The Niagara, St. Catharines and Toronto Navi- gation Company Limited.....	100,000	00	100,000	00		
The Quebec and Lake St. John Railway Company.	4,508,300	00	4,019,100	00	489,200	00
The Qu'Appelle, Long Lake and Saskatchewan Rail- road and Steamboat Company.....	201,000	00	201,000	00		
St. Boniface Western Land Company.....	250,000	00	250,000	00		
The St. Charles and Huron River Railway Com- pany.....	1,000	00	1,000	00		
The Toronto, Niagara and Western Railway Com- pany.....	12,500	00	12,500	00		
*Toronto Dwellings, Limited.....	100,000	00	100,000	00		
The Winnipeg Land Company Limited.....	100,000	00	100,000	00		
Total Canadian Northern Railway Group.....	187,205,500	00	82,854,375	00	104,351,125	00

SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY SYSTEM—*Concluded*

Name of Issuing Company	Capital Stock		Held by System		Held by Government and others	
	\$	cts.	\$	cts.	\$	cts.
The Grand Trunk Pacific Railway Company.....	24,942,000	00	24,942,000	00		
The Grand Trunk Pacific Branch Lines Company...	1,002,000	00	1,002,000	00		
The Grand Trunk Pacific Saskatchewan Railway Company.....	200,000	00	200,000	00		
*The Grand Trunk Pacific Development Company, Limited.....	3,000,000	00	3,000,000	00		
‡The Grand Trunk Pacific Coast Steamship Company, Limited.....	15,000	00	15,000	00		
*Grand Trunk Pacific Alaska Steamship Company...	50,000	00	50,000	00		
*Grand Trunk Pacific Terminal Elevator Company, (Limited).....	501,000	00	501,000	00		
*The Grand Trunk Pacific Telegraph Company.....	100,000	00	100,000	00		
*Grand Trunk Pacific Dock Company, of Seattle....	150,000	00	150,000	00		
Total Grand Trunk Pacific Railway Co. Group...	29,960,000	00	29,960,000	00		
SUMMARY						
Canadian National Railway (Grand Trunk) Group...	204,478,651	70	38,599,938	00	165,878,713	70
Canadian Northern Railway Group.....	187,205,500	00	82,854,375	00	104,351,125	00
Grand Trunk Pacific Railway Group.....	29,960,000	00	29,960,000	00		
	421,644,151	70	151,414,313	00	‡270,229,838	70

\*The accounts of Companies indicated (\*) are taken up in the System Income Account as "Separately Operated Properties."

\*\*\$5,144,600 C.N.Q. Stock is held by the Northern Consolidated Holding Company. The Canadian Northern Railway owns 44,467 shares in that Co. out of a total issue of 61,815. For the purpose of this statement the Holding Company is ignored and the proportion of the C.N.Q. Stock thus owned by the Canadian Northern Railway is shown as held by the latter Company.

†One Certificate for \$180,424,327.70 of the Company's Capital Stock is issued in the name of His Majesty as representing \$165,627,738.70 of Grand Trunk Stock previously held by the public and \$14,796,589 previously held in that Company's treasury.

‡\$265,628,338.70 of this amount is owned by the Dominion of Canada.

§Name changed to "Canadian National Steamship Company, Limited," February 26th, 1925.

## A/C 706—INVESTMENTS IN AFFILIATED COMPANIES

Company	Amount out-standing	Amount owned by Canadian National System	Book value
	\$ cts.	\$ cts.	\$ cts.
<b>"A"—Stocks—</b>			
Atlantic and St. Lawrence Railroad Company.....	5,484,000 00	224 33	
Belt Railway Company of Chicago.....	3,120,000 00	240,000 00	
Central Vermont Railway Company.....	3,000,000 00	2,191,100 00	
Chicago, Detroit & Canada G.T. Jct., R.R.Co...	1,095,000 00	522,500 00	
Chicago and Western Indiana R.R. Company.....	5,000,000 00	1,000,000 00	
Cincinnati, Saginaw and Mackinaw R.R. Co.....	1,500,000 00	27,900 00	
Detroit and Toledo Shore Line R.R. Co.....	1,428,000 00	714,000 00	
Ontario Car Ferry Company.....	500,000 00	250,000 00	
Toronto Terminals Railway Company.....	50,000 00	25,000 00	
Toledo Terminal Railroad Company.....	4,000,000 00	387,200 00	
Detroit Terminal Railroad Company.....	2,000,000 00	1,000,000 00	
Canadian Government Merchant Marine Ltd.....	570,900 00	900 00	
	27,747,900 00	6,358,824 33	2,064,960 16
<b>"B"—Bonds—</b>			
Atlantic and St. Lawrence Railroad Company....	3,000,000 00	3,000,000 00	
Central Vermont Railway 5% Gold bonds.....	12,837,300 00	4,179,300 00	
Chicago, Detroit and Canada G.T. Jct. R.R. Co.	1,786,141 46	1,786,141 46	
Chicago and Western Indiana Railroad Consoli- dated Bonds.....	48,708,666 67	2,187,000 00	
Detroit and Toledo Shore Line R.R. Company First Mortgage Bonds.....	3,000,000 00	587,000 00	
Toledo Terminal Railroad Company.....	4,707,000 00	73,000 00	
	74,039,108 13	11,812,441 46	11,790,460 45
<b>"C"—Notes—</b>			
Central Vermont Railway.....			8,041,905 52
<b>"D"—Advances—</b>			
Central Vermont Railway.....			8,274,470 05
Toledo Terminal Railroad Company.....			100,800 00
Chicago and Western Indiana Railroad Co.....			598,480 42
			8,973,750 47
Total Balance Sheet A/C No. 706.....			30,871,076 60

## MAIN LINE FIRST TRACK MILEAGE AS AT DECEMBER 31, 1924

	Miles
<i>Atlantic Region</i> .....	2,803·83
<i>Central Region—</i>	
Quebec District.....	1,981·73
Montreal District.....	1,602·78
Northern Ontario District.....	2,154·70
South Western Ontario District.....	1,930·03
<i>Grand Trunk Western Lines</i> .....	991·69
<i>Western Region—</i>	
Manitoba District.....	3,885·17
Saskatchewan District.....	3,151·47
Alberta District.....	2,070·66
British Columbia District.....	1,300·13
Total milage steam operated lines referred to as "System" Milage.....	21,872·19

## LINES CONTROLLED BY CANADIAN NATIONAL RAILWAYS NOT INCLUDED IN OPERATING FIGURES

CANADIAN NATIONAL ELECTRIC LINES	
Toronto Suburban Railway.....	58·31
Niagara, St. Catharines and Toronto Railway.....	61·84
Total mileage Canadian National Electric lines.....	120·15

LINES CONTROLLED BY CONSTITUENT COMPANIES BUT SEPARATELY OPERATED	
Central Vermont Railway (steam).....	267·95
New London Northern R.R. (leased line).....	180·08
West River Railroad (leased line).....	35·44
Total mileage for Central Vermont Railway.....	483·47
Montreal and Southern Counties Ry. (electric).....	53·66
Thousand Islands Railway (steam).....	6·00
Oshawa Railway (electric):.....	9·43

## SUMMARY

Territory	Mileage owned by Constituent Companies				Mileage of Lines under Lease or Contract		Mileage of Trackage Rights		Total Road Mileage				Spurs, Sidings and Yard Tracks		Inactive Mileage			
	1st Main Track	2nd Main Track	3rd Main Track	4th Main Track	1st Main Track	2nd Main Track	1st Main Track	2nd Main Track	1st Main Track	2nd Main Track	3rd Main Track	4th Main Track	Miles	Miles	1st Main Track	2nd Main Track	Spurs, Sidings and Yard Tracks	Miles
Atlantic Region...	2,564.07	46.38			224.78		14.98		2,803.83	46.38			759.90		16.79		2.03	
Central Region...	7,162.09	736.36	12.21	7.42	476.92	15.40	30.23		7,669.24	751.76	12.21	7.42	2,633.40		88.87	0.60	8.97	
Grand Trunk Western Lines...	841.81	337.39	9.76		123.67	11.19	26.21	4.85	991.69	353.43	9.76		627.66					
Western Region...	9,609.63	72.39			678.33	5.53	29.47	9.09	10,407.43	87.01			2,311.30		237.88		44.01	
Total mileage																		
Steam Operated Lines, referred to as "System Mileage", .....	20,267.00	1,192.52	21.97	7.42	1,503.70	32.12	100.89	13.94	21,872.19	1,238.58	21.97	7.42	6,332.26		343.54	0.60	55.01	

## ANNUAL REPORT CANADIAN GOVERNMENT RAILWAYS

INCLUDING ST. JOHN AND QUEBEC RAILWAY

FOR YEAR ENDED DECEMBER 31, 1924

## CANADIAN GOVERNMENT RAILWAYS

BALANCE SHEET AS AT DECEMBER 31, 1924

## ASSETS

A/C			
701	Investment in road and equipment—		
	*Investment in road and equipment.....	\$ 423,613,704 42	
	Branch lines purchases.....	133,418 77	
	Capital suspense—Overseas rail.....	593,187 92	
701B	Abandoned lines.....	653,733 79	
			\$ 423,807,669 06
702	Improvements on leased railway property—		
	Lake Superior Branch.....		508,947 81
705	Miscellaneous physical property—		
	Rail Loan Account.....	97,185 95	
	*Minaki Inn.....	370,346 97	
			467,532 92
722	Canadian National Railways.....		15,441,844 55
			\$ 440,225,994 34

## LIABILITIES

755	Branch line purchases.....	\$	131,648 77
757	Non-negotiable debt—		
	Dominion of Canada—		
	Advances for road and equipment.....	422,022,860 84	
	Material and supplies.....	16,066,711 09	
	Open accounts.....	12,747,834 53	
	Operating deficits.....	697,014 25	
	Advance for workmen's compensation payments	178,064 27	
	Advance for pension payments.....		451,712,484 98
774	Operating reserve—		
	Rail renewal.....	52,411 38	
	Equipment renewal reserve.....	175,558 14	
			227,960 52
784	Profit and Loss Account.....		11,846,108 93
			\$ 440,225,994 34

Certified correct

T. H. COOPER,  
*General Auditor*C. E. FRIEND,  
*Asst. General Comptroller.*I. M. ROSEYEAR,  
*General Comptroller.*

## PROFIT AND LOSS ACCOUNT AS AT DECEMBER 31, 1924

## DEBITS

611	Debit balance at January 1, 1924.....	\$ 12,885,825 65
612	Debit balance transferred from Income.....	
613	Surplus applied to Sinking and Other Reserve Funds.....	
614	Dividend appropriations of surplus.....	
615	Surplus appropriated for investment in physical property.....	
616	Stock discount extinguished through surplus.....	
617	Debt discount extinguished through surplus.....	
618	Miscellaneous appropriations of surplus.....	
619	Loss on retired road and equipment.....	36,612 42
620	Delayed income debits.....	235,641 99
621	Miscellaneous debits.....	12,923 58
	Total debits.....	\$ 13,171,003 64

\*Includes transfer of January 1, 1925.

## DEPARTMENT OF RAILWAYS AND CANALS

## CANADIAN GOVERNMENT RAILWAYS

PROFITS AND LOSS ACCOUNT AS AT DECEMBER 31, 1924—*Concluded*

## CREDITS

602 Credit balance transferred from Income.....	\$ 1,310,618 24
603 Profit on road and equipment sold.....	.....
604 Delayed Income Credits.....	.....
605 Unrefundable overcharges.....	373 66
606 Donations.....	13,902 81
Total credits.....	\$ 1,324,894 71
Debit balance at December 31, 1924.....	\$ 11,846,108 93

## INCOME STATEMENT YEAR ENDED DECEMBER 31, 1924

## I. OPERATING INCOME

	Year ended Dec. 31, 1924
501 Railway operating revenues.....	\$ 43,206,625 72
531 Railway operating expenses.....	41,858,398 43
Operating ratio.....	96.88%
Net revenue from railway operations.....	1,348,227 29
532 Railway tax accruals.....	132,062 35
533 Uncollectible railway revenues.....	8,682 24
Railway operating income.....	1,207,482 70
502 Revenues from miscellaneous operations.....	.....
534 Expenses of miscellaneous operations.....	.....
Net revenue from miscellaneous operations.....	.....
535 Taxes on miscellaneous operations.....	.....
Miscellaneous Operating Income.....	.....
Total operating income.....	1,207,482 70

## II. NON-OPERATING INCOME

503 Hire of freight cars—credit balance.....	694,883 47
504 Rent from locomotives.....	280,290 80
505 Rent from passenger train cars.....	19,227 79
506 Rent from floating equipment.....	.....
507 Rent from work equipment.....	117,363 47
508 Joint facility rent income.....	118,285 50
509 Income from lease of road.....	23,166 66
510 Miscellaneous rent income.....	228,335 22
511 Miscellaneous non-operating physical property.....	2,842 17
512 Separately operated properties—Profit.....	.....
513 Dividend income.....	.....
514 Income from funded securities.....	.....
515 Income from unfunded securities and accounts.....	42,597 47
516 Income from sinking and other reserve funds.....	.....
517 Release of premiums on funded debt.....	.....
518 Contributions from other companies.....	.....
519 Miscellaneous income.....	48,542 65
Total Non-operating income.....	1,575,535 20
Gross income.....	2,783,017 90

## III. DEDUCTIONS FROM GROSS INCOME

536 Hire of freight cars—Debit balance.....	.....
537 Rent for locomotives.....	10,984 06
538 Rent for passenger train cars.....	343,381 05
539 Rent for floating equipment.....	.....
540 Rent for Work equipment.....	39,147 77
541 Joint facility rents.....	417,307 79
542 Rent for leased roads.....	713,156 84
543 Miscellaneous rents.....	582 33
544 Miscellaneous tax accruals.....	282 50
545 Separately operated properties—Loss.....	.....
546 Interest on funded debt.....	.....
547 Interest on unfunded debt.....	19,340 90
548 Amortization of discount on funded debt.....	.....
549 Maintenance of investment organizations.....	.....
550 Income transferred to other companies.....	.....
551 Miscellaneous income charges.....	6,511 96
Total deductions from gross income.....	1,472,399 66
Net income.....	1,310,618 24

## CANADIAN GOVERNMENT RAILWAYS

## CAPITAL ACCOUNT, YEAR ENDED DECEMBER 31, 1924

<i>Intercolonial Railway—</i>		
To cost to December 31, 1923.....	\$ 147,029,710 69	
Construction and betterments during year.....	843,038 33	
	<hr/>	\$ 147,872,749 02
<i>Prince Edward Island Railway—</i>		
To cost to December 31, 1923.....	13,225,467 33	
Construction and betterments during year.....	352,748 72	
	<hr/>	13,578,216 05
<i>New Brunswick and Prince Edward Island—</i>		
To cost to December 31, 1923.....	870,474 06	
Construction and betterments during year.....	18,091 48	
	<hr/>	888,565 54
<i>International Railway—</i>		
To cost to December 31, 1923.....	2,996,920 76	
Construction and betterments during year.....	63,540 36	
	<hr/>	3,060,461 12
<i>National Transcontinental Railway—</i>		
To cost to December 31, 1923.....	170,109,281 09	
Construction and betterments during year.....	1,181,616 02	
	<hr/>	171,290,897 11
<i>Less: Cost of Minaki Inn at December 31, 1924, transferred.....</i>	370,346 97	170,920,550 14
<i>Moncton and Buctouche Railway—</i>		
To cost to December 31, 1923.....	312,719 13	
Construction and betterments during year.....	105,089 46	
	<hr/>	417,808 59
<i>Salisbury and Alberta Railway—</i>		
To cost to December 31, 1923.....	531,058 59	
Construction and betterments during year.....	46,954 91	
	<hr/>	578,013 50
<i>St. Martins Railway—</i>		
To cost to December 31, 1923.....	326,121 44	
Construction and betterments during year.....	21,565 31	
	<hr/>	347,686 75
<i>Elgin and Havelock Railway—</i>		
To cost to December 31, 1923.....	152,896 79	
Construction and betterments during year.....	21,575 84	
	<hr/>	174,472 63
<i>York and Carleton Railway—</i>		
To cost to December 31, 1923.....	61,541 26	
Construction and betterments during year.....	1,800 38	
	<hr/>	63,341 64
<i>Quebec and Saguenay Railway—</i>		
To cost to December 31, 1923.....	7,795,855 33	
Construction and betterments during year.....	7,308 30	
	<hr/>	7,803,163 63
<i>Caraquet and Gulf Shore—</i>		
To cost to December 31, 1923.....	853,420 02	
Construction and betterments during year.....	74,416 05	
	<hr/>	927,836 07
<i>Lotbiniere and Megantic Railway—</i>		
To cost to December 31, 1923.....	353,836 16	
Construction and betterments during year.....	Nil	
	<hr/>	353,836 16
<i>Cape Breton Railway—</i>		
To cost to December 31, 1923.....	115,341 23	
Construction and betterments during year.....	8,631 37	
	<hr/>	106,709 86
<i>Hudsons Bay Railway—</i>		
To cost to December 31, 1923.....	14,379,654 18	
Construction and betterments during year.....	477,729 71	
	<hr/>	14,857,383 89
<i>Quebec Bridge—</i>		
To cost of bridge to December 31, 1923.....		22,640,228 46
<i>Long Lac Cut Off—</i>		
To cost to December 31, 1923.....	2,177,108 32	
Construction and betterments during year.....	649,474 73	
	<hr/>	2,826,583 05
<i>Lake Superior Branch—</i>		
To additions and betterments to Dec. 31, 1923.....	358,685 86	
To additions and betterments during year.....	150,261 95	
	<hr/>	508,947 81
<i>Lawlor Building, Toronto—</i>		
To cost to December 31, 1923.....	1,200,000 00	
Additional expenditure during year.....	30,673 99	
	<hr/>	1,230,673 99

## CANADIAN GOVERNMENT RAILWAYS

<i>Canadian Government Railways—</i>			
Cost of rolling stock to December 31, 1923.....	36,018,274	46	
Expenditure during year.....	24,195	02	
			36,042,469 48
<i>Less:</i> Equipment retired.....	551,545	26	
			35,490,924 22
<i>Add:</i> Additional to S.S. <i>Northumberland</i> to December 31, 1923.....	40,362	74	
			35,531,286 96
<i>Kingsclear to St. Croix River Branch—</i>			
Construction and betterments during year.....			7,864 30
Capital Suspense—Vale Railway.....	49,234	31	
Capital suspense—Branch line aid.....	36,485	95	
Branch lines purchased—balance of purchase of—			
Moncton and Buctouche Ry.....	70,000	00	
New Brunswick & Prince Ed. Is. Ry....	63,418	77	
			133,418 77
			219,139 03
<i>Deduct—</i>			
Capital suspense—Overseas rails.....	593,187	92	
Capital suspense—Moncton & Buctouche Ry.....	5,713	40	
			598,901 32
			379,762 29
<i>Minaki Inn—</i>			
To cost to December 31, 1923.....	238,404	59	
Additions and betterments during year.....	131,942	38	
			370,346 97
<i>Rail Loan Account—</i>			
To balance at December 31, 1924.....			97,185 95
			\$ 424,784,149 79

## CANADIAN GOVERNMENT RAILWAYS—ST. JOHN AND QUEBEC RAILWAY

## EARNINGS, EXPENSES AND RENTAL ACCOUNT, YEAR ENDED DECEMBER 31, 1924.

Railway operating revenues.....	\$	270,540	56
Railway operating expenses.....		407,209	56
			136,669 00
Operating deficit.....		12,457	75
Other income items net debit.....			
Net deficit.....		149,126	75
In addition to the above 40 per cent of operating revenues has been paid as rental.....		108,216	22
			257,342 97
Total loss.....	\$		

## CANADIAN GOVERNMENT RAILWAYS

## RAIL RENEWAL ACCOUNT—YEAR ENDED DECEMBER 31, 1924

There was a credit balance at January 1, 1924, of.....	\$	52,411	38
Nothing has been charged during the year against this account, leaving leaving a credit balance in rail renewal A/C at December 31, 1924 of.....		52,411	38

## EQUIPMENT RENEWAL ACCOUNT—YEAR ENDED DECEMBER 31, 1924

There was a credit balance at January 1, 1924, of.....	\$	315,043	26
Charges during the year 1924, for equipment retired and renewals amount- ed to.....		139,485	12
Leaving a credit balance in this Account at December 31, 1924, of.....	\$	175,558	14

## CANADIAN GOVERNMENT RAILWAYS

## STATEMENT OF AVERAGE—YEAR ENDED DECEMBER 31, 1924

Mileage of road operated.....	4,599 52
Total engine mileage.....	14,579,829
Total train mileage.....	11,681,108
Total car mileage.....	245,459,496
<i>Earnings—</i>	
Transportation—Rail (Accts. 101 to 112).....	\$ 42,361,830 21
Incidentals (Accts. 113 to 152).....	844,795 51
Total.....	\$ 43,206,625 72
<i>Operating expenses—</i>	
Rail.....	41,858,398 43
Water.....	
Total.....	41,858,398 43
<i>Ratio of Earnings to Gross Earnings—</i>	
Earnings from transportation—Rail.....	98.04%
Earnings from transportation—Water.....	
Earnings from incidentals.....	1.96%
Earnings per mile of road operated.....	\$ 9,393 72
Earnings per engine mile.....	2 96
Earnings per train mile.....	3 70
Earnings per car mile.....	17 60
<i>Ratio of Expenses to Gross Earnings—</i>	
Rail.....	96.88%
Water.....	
Expenses per train mile.....	\$ 3 58
Expenses per mile of road operated.....	9,100 60
Repairs of locomotives.....	3,291,941 81
Repairs of freight cars.....	2,515,302 68
Repairs of passenger cars.....	1,662,900 50
Cost of repairs per locomotive.....	5,002 95
Cost of repairs per freight car.....	107 23
Cost of repairs per passenger car.....	2,309 58
Freight traffic.....	30,282,291 61
Passenger traffic.....	8,947,478 39
Mails and express.....	2,064,425 95
Miscellaneous (A/C 103, 104, 105, 108 to 112).....	1,067,634 26
Incidental.....	844,795 51
Total.....	43,206,625 72
Hire of Equipment—Credit.....	\$ 796,548 19
Income account—Debit.....	144,167 06
Rentals leased roads—Debit.....	689,990 18

## LOCOMOTIVE AND CAR EQUIPMENT AS AT DECEMBER 31, 1924

	On hand January 1, 1924	Added during year	Retired during year	On hand December 31, 1924
<i>Locomotives</i> .....	672		28	644
<i>Freight—</i>				
Automobile.....	499		2	497
Box.....	14,584	9	478	14,115
Stock.....	2,122	192	18	2,296
Poultry.....	2			2
Refrigerator.....	319		12	307
Eastern heaters.....	198		5	193
Potato.....	79	119	1	197
Flat.....	2,155	11	60	2,106
Hart.....	1,060		15	1,045
Coal and coke.....	964	5	20	949
Pulpwood.....	1,222	19	26	1,215
Tank.....	66			66
Caboose.....	330		6	324
	23,600	355	643	23,312

## CANADIAN GOVERNMENT RAILWAYS

LOCOMOTIVE AND CAR EQUIPMENT AS AT DECEMBER 31, 1923.—Continued

	On hand January 1, 1924	Added during year	Retired during year	On hand December 31, 1924
<i>Passenger—</i>				
Business cars.....	25		1	24
Parlor cars.....	2			2
Cafe parlor.....	13			13
Cafe coaches.....	4			4
Observation, parlor-buffet.....	9		3	6
Mountain observation cars.....	2			2
Comp. cafe, parlor, sleeping.....	1			1
Buffet sleeping.....	9			9
Compartment cars.....	2			2
Dining cars.....	15			15
Sleeping cars.....	64		2	62
Colonist cars.....	53		1	52
First class cars.....	165		3	162
Second class cars.....	45		3	42
Passenger and baggage cars.....	109			109
Passenger and mail cars.....	3			3
Mail and express or baggage.....	20	1		21
Baggage cars.....	92	1	2	91
Box baggage cars.....	24			24
Postal cars.....	21		1	20
Refrigerator express cars.....	32			32
Milk cars.....	3	1	1	3
Stockmen's cars.....	2	2		2
Gasoline motor passenger cars.....	1			1
Gasoline motor passenger trailer.....	1			1
Hospital cars.....	2			2
Lunch counter cars.....	2	4		6
Photographers cars.....	1			1
Instruction cars.....	2			2
Vision test cars.....	1			1
Stores supply cars.....	3		1	2
Trailers.....		1		1
	724	10	18	716
<i>Work—</i>				
Lidgerwoods.....	11		2	9
Gas cars.....	8			8
Cranes and derricks.....	45	3		48
Flangers.....	98		4	94
Ditchers.....	8			8
Ballast spreaders and trimmers.....	15		1	14
Pile drivers.....	4			4
Steam shovels.....	19		1	18
Snow ploughs.....	135		2	133
Boarding cars.....	1,083	90	43	1,130
Engineers cars.....	2			2
Stores cars.....	2		1	1
Auxiliary cars.....	149		9	140
Cabin cars and idlers.....	8			8
Cinder cars.....	91	9	9	91
Road repair cars.....	9	5		14
Air dump.....	38			38
Transfer flats.....	15			15
Water tanks.....	7		4	3
Fire fighting tanks.....	8	4		12
Bridge tanks.....	1			1
Concrete mixers.....	4			4
Sand blast cars.....	1			1
Well boring machine cars.....	2			2
Test weight and scale test cars.....	2			2
Centrifugal pumps.....	1			1
Ice cars.....	2	1		3
Shop service cars.....	4	9	1	12
Rail saw cars.....	1			1
Oil tank cars.....	1			1
Paint cars.....	1			1
Dump cars.....	16			16
	1,791	121	77	1,835

NOTE.—The cars shown as "Added during year" opposite the several classes concerned, consist entirely of cars transferred from other classes, and same are also included in figures shown as "Retired during year" opposite the classes from which they were transferred. No new cars were acquired.

Certified correct:

C. E. BROOKS

Chief of motive power

G. E. SMART

Chief of car equipment

## CANADIAN GOVERNMENT RAILWAYS EMPLOYEES RELIEF AND INSURANCE ASSOCIATION.

## STATEMENT OF RECEIPTS AND EXPENDITURES FROM JANUARY 1 TO DECEMBER 31, 1924

## RECEIPTS

Credit balance on December 31, 1923.....		\$ 103,307 90
Amount of premiums collected from Canadian National Railway's pay-lists.....	\$ 217,730 52	
Premiums collected from railway's vouchers.....	1,612 44	
Contribution from Canadian National Railways.....	15,000 00	
		<u>234,342 96</u>
Cash members not on duty, refunds, etc.....	1,189 14	
Premiums from S. and A. vouchers.....	2,945 53	
Premiums from retired members.....	5,075 09	
Annual fees.....	1,285 00	
Examination fees.....	124 00	
Interest on monthly balances and bonds.....	5,333 42	
		<u>15,952 18</u>
Total receipts.....		<u><u>354,103 04</u></u>

## EXPENDITURES

Sick and accident indemnity.....	\$ 89,641 17
Medical and surgical attendance.....	51,253 77
	<u>\$ 140,894 94</u>
Temporary employees' accident fund.....	23,364 19
Death and total disability claims.....	51,750 00
Examination Fees.....	68 00
	<u>216,077 13</u>

## OPERATING EXPENSES

Sick and accident fund, temporary employees' accident Fund, retired employees, death and total disability fund.....	20,535 94	
		<u>236,613 07</u>
Difference.....		\$ 117,489 97
Less outstanding liabilities.....		<u>14,000 00</u>
Estimated net surplus December 31, 1924.....		<u><u>\$ 103,489 97</u></u>

## SICK AND ACCIDENT FUND (REGULAR AND TEMPORARY)

This fund shows a surplus December 31, 1924..... 65,797 80

## \* DEATH AND TOTAL DISABILITY FUND

The statement shows an expenditure on account of death and total disability claims of.....	51,750 00
This statement shows that one hundred and nine deaths and total disability claims were assessed and paid during the year.....	
Ninety eight death claims, due to natural caused, aggregating.....	48,500 00
Ten death claims, due to accidental injuries, aggregating.....	3,000 00
	<u>51,500 00</u>
One total disability claim, aggregating.....	250 00
	<u>\$ 51,750 00</u>
Ten temporary death claims, due to accidental injuries, aggregating.....	2,500 00
	<u><u>\$ 54,250 00</u></u>

C. B. TRITES,  
Secretary.

W. F. SEARS,  
Auditor.

## INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND

### STATEMENT OF RECEIPTS AND EXPENDITURES DURING THE YEAR ENDED DECEMBER 31, 1924

Balance to the credit of the fund on December 31, 1923.....	\$ 405,236 05
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages, were. \$	259,547 97
The contributions made by the Railways were.....	100,000 00
Amounts received to increase retiring allowances of all retired employees receiving less than \$30 per month, in order that the minimum allowance now paid under the Act, viz, \$20, might be increased to \$30 per month, in accordance with vote No. 473, whereby an amount was placed in the estimates to supplement retiring allowances payable under the provisions of the I.C. and P.E.I. Railways Employees' Provident fund, including from January 1 to December 31, 1924.....	45,832 61
	405,380 58
Amounts received for refunds, etc.....	672 60
Interest accrued (at three per cent).....	7,590 91
	818,880 14

The amount contributed by the employees is shown to exceed by \$159,547.97 the amount contributed by the railways.....  
By reference to Section 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.....  
The expenditures were:—

For retiring allowances.....	\$ 528,903 61
For allowances made to retired employees receiving less than \$30 per month, to increase the minimum allowance in accordance with vote No. 473, whereby an amount was placed in the estimates to supplement retiring allowances payable under the provisions of the I.C. and P.E.I. Railways Employees' Provident Fund, including from January 1st to December 31, 1924.....	45,832 61
For contributions refunded in the cases of deceased employees...	12,799 08
For contributions refunded, which were deducted in error.....	1,031 81
For contributions refunded to discharged employees, etc.....	7,863 74
Medical examinations for probationers entering the service, etc..	797 00
Medical examinations for employees retiring from the service.....	52 00
For election expenses.....	1,035 49
For salaries and travelling expenses secretary's office and proportion of salary of Chief Medical Officer.....	13,894 79
For stationery, printing, postage, etc.....	454 07
	612,664 20
Balance to the credit of the Fund on the 31 December 1924.....	\$ 206,215 94

It will be noted by the above statement of Receipts and Expenditures that the amount of contributions received from the Railways and from the Employees during the year were..... \$ 405,380 58  
And the expenditures were..... 612,664 20  
Showing that during the year the Expenditures exceeded the Receipts..... 207,283 62  
The gross surplus, including interest to the credit of the Fund on December 31, 1924, was..... 206,215 94

W. U. APPLETON,  
*Chairman.*

C. B. TRITES,  
*Secretary.*

CANADIAN GOVERNMENT RAILWAYS

STATEMENT SHOWING THE AMOUNT CREDITED TO THE CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION, BY THE CANADIAN NATIONAL RAILWAYS DURING THE YEAR ENDED DECEMBER 31, 1924

Amount of premiums collected from the Canadian National Railways' pay-lists.....	\$ 217,730 52
Premiums collected from railways' vouchers.....	1,612 44
Annual contribution from the Canadian National Railways.....	15,000 00
Total.....	\$ 234,342 96

C. B. TRITES,  
Secretary.

W. F. SEARS,  
Auditor.

STATEMENT SHOWING MILEAGE OF CANADIAN GOVERNMENT RAILWAYS AS AT DECEMBER 31, 1924

	Main Line		Yard track and Sidings	Total
	1st track	2nd track		
Atlantic Region.....	2,209-36	46-38	701-15	2,956-89
Central Region.....	1,436-40	22-24	381-45	1,840-09
Western Region including Hudson Bay Railway.....	604-17	4-89	167-94	777-00
Leased lines—Atlantic Region.....	164-25		15-66	179-91
“ —Central Region.....	5-30		0-15	5-45
“ —Western Region.....	162-80		72-92	235-72
Joint lines—Central Region.....	3-28			3-28
Running rights—Atlantic Region.....	13-96			13-96
“ —Central Region.....	39-90*	38-35*		78-25
“ —Western Region.....				
	4,639-42	111-86	1,339-27	6,090-55

\*Running rights over Grand Trunk Railway.

## THE CENTRAL VERMONT RAILWAY

### TWENTY-FIFTH ANNUAL REPORT

The Central Vermont Railway is operated under separate management but controlled by the Canadian National Railway Company.

Mileage operated during 1924 was as follows:—

#### SOUTHERN DIVISION

<i>1st District—</i>	
New London to White River Junction.....	183.97 miles
Montville to Palmertown.....	2.52 "
Fitchville Junction to Fitchville.....	1.64 "
East Northfield to Brattleboro.....	10.25 "

<i>2nd District—</i>	
Brattleboro to South Londonderry.....	35.44 miles

#### NORTHERN DIVISION

<i>3rd District—</i>	
White River Junction to St. Albans.....	117.90 miles
Bethel to Quarries.....	5.39 "
Montpelier Junction to Williamstown.....	14.03 "
Barre Junction to Barre.....	1.44 "
Burlington to Essex Junction.....	7.79 "
Essex Junction to Cambridge Junction.....	25.96 "

<i>4th District—</i>	
St. Albans to St. Johns.....	41.14 miles
Fonda Junction to Rouses Point.....	18.15 "
St. Albans to Richford.....	27.40 "

Total.....	493.02 miles
------------	--------------

#### SUMMARY OF THE YEAR'S OPERATIONS

Gross receipts.....	\$ 8,380,752 39
Gross expenses.....	7,298,127 43
Balance.....	1,082,624 96
Taxes.....	229,070 18
Balance.....	853,554 78
Net credit from rentals.....	9,162 87
Balance.....	862,717 65
Hire of equipment—Dr. balance.....	404,355 91
Balance.....	458,361 74
Interest on securities held by the company.....	3,000 00
Balance.....	461,361 74
Fixed charges.....	1,358,424 25
Net result (deficit).....	897,062 51

The directors' report to the shareholders, calls attention to the fact that the past year has been eventful and progressive, eventful in the physical improvement to the property and progressive by reason of consequent economy in operation. The improvements to the property are due to the co-operative interest in the future and potential value of the property, taken by the Canadian National Railways. The economy in operation is due to appreciation of and responsive co-operation by officials and employees of the company to the value of the improvements made. These two elements working together have produced a result far in excess of the estimate placed on the value of the improvements originally mentioned in the budget and it is confidently expected that, with continued progress toward completion of the five year program of improvements to the property, the ratio of saving to expenditure will continually increase and there will then result a self-sustaining and profitable property.

The result of operation for year 1924 shows a loss of \$897,062.51, as against a loss for year 1923 of \$1,081,675.75, an improvement of \$184,613.24.

While the Railway Operating Revenues decreased \$247,000 as compared with last year, yet the Railway Operating Expenses decreased \$378,000, in spite of an increase in Maintenance of Way of \$256,000 above normal, caused by large expenditures for rail, bridges, shops and enginehouses.

The hire of freight cars shows a decrease of \$135,904.07. Interest charges show increase of \$181,000 caused by advances from Canadian National Railways in connection with 1923 and 1924 Budget, by note of \$700,000 to U.S. Government, and also by purchase of new equipment.

The board records appreciatively the faithful and efficient services of Director E. J. Chamberlin and Superintendent John E. Maun who died during the year.

## INCOME ACCOUNT

<i>Operating Income—</i>		
Railway operating revenues.....	\$ 8,380,752 39	
Railway operating expenses.....	7,298,127 43	
Net revenue from railway operations.....		\$ 1,082,624 96
Railway tax accruals.....	229,070 18	
Uncollectible railway revenue.....	1,586 61	
		<u>230,656 79</u>
Total operating income.....		\$ 851,968 17
<i>Non-Operating Income—</i>		
Rent from locomotives.....	7,326 94	
Rent from passenger train cars.....	71,748 65	
Rent from work equipment.....	212 57	
Joint facility rent income.....	30,445 94	
Income from lease of road.....	16,834 64	
Miscellaneous rent income.....	4,250 08	
Income from unfunded securities and accounts.....	26,624 67	
Income from funded securities and accounts.....	3,000 00	
Miscellaneous income.....	1,143 83	
Total non-operating income.....		\$ 161,587 32
Gross income.....		\$ 1,013,555 49
<i>Deductions from Gross Income—</i>		
Hire of freight cars—Dr. balance.....	\$ 329,191 35	
Rent for locomotives.....	70,038 72	
Rent for passenger train cars.....	84,024 36	
Rent for work equipment.....	389 64	
Joint facility rents.....	6,969 99	
Miscellaneous rents.....	28,813 49	
Rent for leased roads.....	216,917 01	
Interest on funded debt.....	1,126,269 09	
Interest on unfunded debt.....	8,411 69	
Amortization of discount on funded debt.....	15,238 15	
Miscellaneous income charges.....	24,354 51	
Total deductions from gross income.....		\$ 1,910,618 00
Net deficit.....		\$ 897,062 51

## PROFIT AND LOSS ACCOUNT

Net deficit at December 31, 1923.....	\$ 3,367,680 80
Miscellaneous adjustment debit.....	787 96
Deficit.....	\$ 3,368,468 76
Deficit in income account for the year.....	897,062 51
Depreciation on equipment retire $\delta$ during the year from date of purchase to June 30, 1907.....	27,322 80
Net deficit at December 31, 1924.....	\$ 4,292,854 07

## DEPARTMENT OF RAILWAYS AND CANALS

## BALANCE SHEET, DECEMBER 31, 1924

		ASSETS	
<i>Investments—</i>			
Investment in road and equipment...	\$21,300,529	93	
Improvements on leased railway property.....	474,823	28	
			\$21,775,353 21
<i>Investments in affiliated companies—</i>			
Stocks.....	\$ 4,973,914	92	
Advances.....	3,678,463	65	
			8,652,378 57
<i>Other investments—</i>			
Bonds.....	\$ 75,000	00	
Miscellaneous.....	144	70	
			75,144 70
Total investments.....			\$30,502,876 48
<i>Current Assets—</i>			
Cash.....	\$ 519,922	43	
Special deposits.....	19,402	00	
Loans and bills receivable.....	5,181	26	
Traffic and car service balances receivable.....	214,066	60	
Net balance receivable from agents and conductors...	87,829	85	
Miscellaneous accounts receivable.....	530,463	14	
Material and supplies.....	626,389	37	
Interest and dividends receivable.....	250	00	
Other current assets.....	136,802	68	
Total current assets.....			2,140,307 33
<i>Deferred Assets—</i>			
Working fund advances.....	\$ 2,763	43	
Total deferred assets.....			2,763 43
<i>Unadjusted Debits—</i>			
Rents and insurance premiums paid in advance.....	\$ 6,458	03	
Discount on funded debt.....	84,512	47	
Other unadjusted debits.....	90,083	48	
Securities issued or assumed—Unpledged.....	389,400	00	
Securities issued or assumed—Pledged.....	369,000	00	
Total unadjusted debits.....	\$ 939,453	99	
Grand total.....			<u>\$33,585,401 23</u>

		LIABILITIES	
<i>Stock—</i>			
Capital stock.....	\$ 3,000,000	00	
Issued.....	2,984,600	00	
Scrip.....	15,400	00	
			\$ 3,000,000 00
<i>Governmental Grants—</i>			
Grants in aid of construction.....	58,560	00	
			58,560 00
<i>Long-Term Debt—</i>			
<i>Funded debt unmatured—</i>			
Refunding Mortgage 5% Gold Bonds.....	\$13,595,700	00	
Equipment Trust Notes "E".....	509,000	00	
Equipment Trust Notes "F".....	767,000	00	
U. S. Government Note.....	128,000	00	
U. S. Government Note.....	26,000	00	
U. S. Government Note.....	700,000	00	
Montreal and Province Line Ry. 4% Bonds.....	200,000	00	
<i>Non-negotiable debt to affiliated companies—</i>			
Notes.....	8,041,905	52	
Open accounts.....	8,208,418	02	
Total long-term debt.....			32,176,023 54

CENTRAL VERMONT RAILWAY

BALANCE SHEET, DECEMBER 31, 1924—*Concluded*

<i>Current Liabilities—</i>		
Loans and bills payable.....	\$ 75,000 00	
Traffic and car service balances payable.....	336,352 07	
Audited accounts and wages payable.....	694,007 02	
Miscellaneous accounts payable.....	2,465 51	
Interest matured unpaid.....	17,677 00	
Funded debt matured unpaid.....	10,300 00	
Unmatured interest accrued.....	139,440 72	
Other current liabilities.....	10,886 81	
Total current liabilities.....		1,286,129 13
<i>Deferred Liabilities—</i>		
Other deferred liabilities, miscellaneous.....	\$ 226,265 87	
Total deferred liabilities.....		226,265 87
<i>Unadjusted Credits—</i>		
Accrued depreciation—Road.....	\$ 161,032 42	
Accrued depreciation—Equipment.....	666,262 92	
Tax liabilities.....	151,204 46	
Other unadjusted credits.....	152,776 96	
Total unadjusted credits.....		1,131,276 76
<i>Profit and Loss Balance (Deficit).....</i>		4,292,854 07
Grand total.....		<u>\$33,585,401 23</u>

COMPARATIVE STATEMENT OF EARNINGS, EXPENDITURES AND RESULT OF OPERATION

REVENUES		
	Year ended Dec. 31, 1924	Year ended Dec. 31, 1923
Freight.....	\$ 6,272,346 18	\$ 6,345,777 50
Passenger.....	1,241,838 78	1,307,523 58
Mail and express.....	334,705 45	333,828 92
Other revenue from transportation.....	393,848 23	492,765 73
Revenue from operations other than transportation.....	122,390 50	131,403 52
Dining and buffet service.....	15,623 25	16,681 16
Total operating revenues.....	<u>\$ 8,380,752 39</u>	<u>\$ 8,627,980 41</u>
EXPENSES		
Maintenance of way and structures.....	\$ 1,595,225 54	\$ 1,339,133 06
Maintenance of equipment.....	1,381,826 69	1,487,216 82
Traffic.....	166,626 10	160,463 28
Transportation.....	3,863,358 95	4,430,719 04
Miscellaneous operations.....	18,473 48	19,239 68
General.....	282,028 97	249,879 61
Transportation for investment—Cr.....	9,412 30	9,570 69
Total operating expenses.....	<u>\$ 7,298,127 43</u>	<u>\$ 7,677,080 80</u>
Balance.....	\$ 1,082,624 96	\$ 950,899 61
Net Dr. from rentals, etc.....	*9,162 87	37,038 02
Balance.....	\$ 1,091,787 83	\$ 913,861 59
Taxes.....	229,070 18	243,114 36
Balance.....	\$ 862,717 65	\$ 670,747 23
Hire of equipment—Dr. balance.....	404,355 91	578,614 65
Balance.....	\$ 458,361 74	\$ 92,132 58
EXTRA RECEIPTS		
Interest on securities held by the company, etc.....	\$ 3,000 00	\$ 3,000 00
Total.....	\$ 461,361 74	\$ 95,132 58
Fixed charges.....	1,358,424 25	1,176,808 33
Net result.....	<u>†\$ 897,062 51</u>	<u>†\$1,081,675 75</u>

\*Credit. †Deficit.

COMPARATIVE STATEMENT OF FREIGHT AND PASSENGER TRAIN EARNINGS  
PER TON AND PER PASSENGER MILE

	FREIGHT	
	Year ended Dec. 31, 1924	Year ended Dec. 31, 1923
Revenue train miles.....	985,861	1,115,200
Freight earnings.....	\$ 6,272,346.18	\$ 6,345,777.50
Earnings per freight train mile.....	\$ 6.36	\$ 5.69
Tons carried.....	4,383,925	4,568,926
Tons carried one mile.....	430,301,335	418,834,420
Earnings per ton mile.....	\$ .0146	\$ .0152

	PASSENGER	
	Year ended Dec. 31, 1924	Year ended Dec. 31, 1923
Revenue train miles.....	945,379	969,405
Passenger earnings.....	\$ 1,872,718.51	\$ 1,922,050.09
Earnings per passenger train mile.....	\$ 1.89	\$ 1.98
Passengers carried.....	891,143	1,013,722
Passengers carried one mile.....	34,568,594	35,862,987
Earnings per passenger per mile.....	\$ .0359	\$ .0365

Earnings from express and mails are included in passenger train earnings.  
Earnings per passenger mile do not include express and mail earnings.

## FREIGHT TRANSPORTED

Freight carried in 1924 amounted to 4,383,925 tons contrasted with 4,568,926 tons in 1923. This was made up of the following classes of merchandise given in percentages:—

	1923	1924
Products of agriculture.....	20.643	21.235
Products of animals.....	5.361	5.486
Products of mines.....	24.838	21.268
Products of forests.....	13.724	14.443
Manufactures and miscellaneous.....	28.597	30.196
L. C. L. freight.....	6.837	7.372
Total traffic.....	100.000	100.000

## ENGINE MILEAGE

	Year ended	
	Dec. 31, 1924	Dec. 31, 1923
Freight.....	1,022,309	1,145,085
Passenger.....	950,253	978,041
Mixed.....	48,891	69,138
Special.....	567	290
Switching.....	612,458	691,957
Total revenue miles.....	2,634,478	2,884,511
Non-revenue miles.....	56,816	54,352
Total.....	2,691,294	2,938,863

## TRAIN MILEAGE

	Year ended	
	Dec. 31, 1924	Dec. 31, 1923
Freight.....	947,450	1,060,523
Passenger.....	980,233	956,023
Mixed.....	47,758	66,683
Special.....	567	216
Total revenue miles.....	1,976,008	2,083,445
Non-revenue miles.....	37,508	44,523
Total.....	2,013,516	2,127,968

## CAR MILEAGE

	Year ended	
	Dec. 31, 1924	Dec. 31, 1923
Passenger.....	5,583,972	4,456,641
Freight.....	33,409,331	34,345,498
Total.....	38,993,303	38,802,139

EQUIPMENT

	On hand Jan. 1, 1924	On hand Jan. 1, 1925
<i>Locomotives—</i>		
Passenger.....	26	25
Freight.....	56	53
Switching.....	4	3
<b>Total.....</b>	<b>86</b>	<b>81</b>
<i>Passenger Cars—</i>		
Coach.....	46	44
Motor coach.....	2	2
Parlor.....	1	1
Dining.....	10	10
Combination passenger and baggage.....	24	20
Baggage, mail and express.....	19	17
Milk.....		
<b>Total.....</b>	<b>102</b>	<b>94</b>
<i>Freight and Work Cars—</i>		
<i>Freight—</i>		
Box.....	1,855	1,910
Stock.....	6	3
Coal.....	200	200
Flat.....	338	308
Caboose.....	43	43
<i>Work—</i>		
Cinder.....	40	40
Wreck.....	20	23
Snowplows.....	8	8
Construction.....	67	74
Scraper.....	15	15
Official.....	1	1
Store.....	1	1
<b>Total.....</b>	<b>2,594</b>	<b>2,626</b>

## CANADIAN NATIONAL RAILWAYS (INCLUDING CENTRAL VERMONT RAILWAY)

1. Income Account Canadian National Railways including Central Vermont Railway for years ending December 31, 1924 and 1923.
2. Income Account Canadian National Railway Lines in Canada for years ending December 31, 1924 and 1923.
3. Income Account Canadian National Railway Lines in United States for years ending December 31, 1924 and 1923.

### CANADIAN NATIONAL RAILWAYS (INCLUDING CENTRAL VERMONT)

#### INCOME ACCOUNT YEARS ENDING DECEMBER 31, 1924 AND 1923

##### GROSS OPERATING REVENUE

	1924	1923
Canadian National Railways Lines in Canada.....	\$ 201,224,493 13	\$ 214,787,207 46
Canadian National Railways Lines in United States..	34,363,689 42	38,348,280 15
<b>Total Canadian National Railways.....</b>	<b>\$ 235,588,182 55</b>	<b>\$ 253,135,487 61</b>
Central Vermont Railway.....	8,380,752 39	8,627,980 41
<b>Total.....</b>	<b>\$ 243,968,934 94</b>	<b>\$ 261,763,468 02</b>

##### GROSS OPERATING EXPENSES

Canadian National Railways Lines in Canada.....	\$ 189,460,403 90	\$ 202,936,658 84
Canadian National Railways Lines in United States..	28,883,527 17	29,768,179 69
<b>Total Canadian National Railways.....</b>	<b>218,343,931 07</b>	<b>232,704,838 53</b>
Central Vermont Railway.....	7,298,127 43	7,677,080 80
<b>Total.....</b>	<b>\$ 225,642,058 50</b>	<b>\$ 240,381,919 33</b>

##### NET REVENUE FROM RAILWAY OPERATIONS

Canadian National Railways Lines in Canada.....	\$ 11,764,089 23	\$ 11,850,548 62
Canadian National Railways Lines in United States..	5,480,162 25	8,580,100 46
<b>Total Canadian National Railways.....</b>	<b>\$ 17,244,251 48</b>	<b>\$ 20,430,649 08</b>
Central Vermont Railway.....	1,082,624 96	950,899 61
<b>Total.....</b>	<b>\$ 18,326,876 44</b>	<b>\$ 21,381,548 69</b>

##### TAX ACCRUALS, UNCOLLECTIBLE REVENUES AND MISCELLANEOUS OPERATIONS

Canadian National Railways Lines in Canada.....	\$ 3,471,164 64	\$ 2,895,493 42
Canadian National Railways Lines in United States..	1,538,069 82	1,261,916 85
<b>Total Canadian National Railways.....</b>	<b>\$ 5,009,234 46</b>	<b>\$ 4,157,410 27</b>
Central Vermont Railway.....	230,656 79	243,696 02
<b>Total.....</b>	<b>\$ 5,239,891 25</b>	<b>\$ 4,401,106 29</b>

## CANADIAN NATIONAL RAILWAYS (INCLUDING CENTRAL VERMONT)

## TOTAL OPERATING INCOME

Canadian National Railways Lines in Canada.....	\$ 8,292,924 59	\$ 8,955,055 20
Canadian National Railways Lines in United States..	3,942,092 43	7,318,183 61
Total Canadian National Railways.....	<u>12,235,017 02</u>	<u>\$ 16,273,238 81</u>
Central Vermont Railway.....	851,968 17	707,203 59
Total.....	<u>\$ 13,086,985 19</u>	<u>\$ 16,980,442 40</u>

## NON-OPERATING INCOME OR CHARGES NET

	1924	1923
Canadian National Railways Lines in Canada.....	\$ 9,298,130 99	\$ 6,350,039 31
Canadian National Railways Lines in United States..	6,760,820 09	9,121,629 11
Total Canadian National Railways.....	<u>2,537,310 90</u>	<u>\$ 2,771,589 80</u>
Central Vermont Railway.....	622,761 59	843,976 95
Total.....	<u>\$ 1,914,549 31</u>	<u>\$ 3,615,566 75</u>

## TOTAL INCOME OR DEFICIT BEFORE FIXED CHARGES

Canadian National Railways Lines in Canada.....	\$ 17,591,055 58	\$ 15,305,094 51
Canadian National Railways Lines in United States..	2,818,727 66	1,803,445 50
Total Canadian National Railways.....	<u>14,772,327 92</u>	<u>\$ 13,501,649 01</u>
Central Vermont Railway.....	229,206 58	136,773 36
Total.....	<u>\$ 15,001,534 50</u>	<u>\$ 13,364,875 65</u>

## FIXED CHARGES

Canadian National Railways Lines in Canada—		
Interest due Public.....	\$ 37,459,173 25	\$ 34,125,745 92
Interest due Government.....	31,271,043 00	30,157,943 67
	<u>\$ 68,730,216 25</u>	<u>\$ 64,283,689 59</u>
Canadian National Railways Lines in United States—		
Interest due Public.....	902,530 89	915,634 36
Canadian National Railways.....	\$ 69,632,747 14	\$ 65,199,323 95
Central Vermont Railway, due Public.....	538,922 04	498,287 61
Central Vermont Railway, due Canadian National Railways.....	587,347 05	446,614 78
	<u>\$ 1,126,269 09</u>	<u>\$ 944,902 39</u>
Total C.N.R. and C.V. Ry.....	<u>\$ 70,759,016 23</u>	<u>\$ 66,144,226 34</u>

## TOTAL DEFICIT

Canadian National Railways Lines in Canada.....	\$ 51,139,160 67	\$ 48,978,595 08
Canadian National Railways Lines in United States..	3,721,258 55	2,719,079 86
Total Canadian National Railways.....	<u>\$ 54,860,419 22</u>	<u>\$ 51,697,674 94</u>
Central Vermont Railway.....	897,062 51	1,081,675 75
Total Deficit.....	<u>\$ 55,757,481 73</u>	<u>\$ 52,779,350 69</u>

NOTE.—In these statements the 1923 figures have been re-stated so as to afford a better comparison with the accounting practices in effect in 1924. The net result, however, is not affected.

## CANADIAN NATIONAL RAILWAYS—LINES IN CANADA

INCOME ACCOUNT YEARS ENDING DECEMBER 31, 1924 AND 1923

## GROSS OPERATING REVENUE

	1924	1923
Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 80,402,154 45	\$ 89,749,404 97
Canadian Northern Railway System.....	58,100,383 07	60,216,771 82
Canadian Government Railways.....	43,206,625 72	44,809,781 66
Grand Trunk Pacific Railway.....	19,515,329 89	20,011,249 01
Canadian National Railways Lines in Canada....	<u>\$ 201,224,493 13</u>	<u>\$ 214,787,207 46</u>

## GROSS OPERATING EXPENSES

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 66,326,773 44	\$ 72,075,700 29
Canadian Northern Railway System.....	59,012,363 64	62,810,576 31
Canadian Government Railways.....	41,858,398 43	44,962,554 84
Grand Trunk Pacific Railway.....	22,262,868 39	23,087,827 40
Canadian National Railways Lines in Canada....	<u>\$ 189,460,403 90</u>	<u>202,936,658 84</u>

## NET REVENUE OR DEFICIT FROM RAILWAY OPERATIONS

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 14,075,381 01	\$ 17,673,704 68
Canadian Northern Railway System.....	911,980 57	2,593,804 49
Canadian Government Railways.....	1,348,227 29	162,773 18
Grand Trunk Pacific Railway.....	2,747,533 50	3,076,578 89
Canadian National Railways Lines in Canada....	<u>\$ 11,764,089 23</u>	<u>\$ 11,850,548 62</u>

## TAX ACCRUALS, UNCOLLECTIBLE REVENUES AND MISCELLANEOUS OPERATIONS

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 1,686,130 15	\$ 1,337,608 37
Canadian Northern Railway System.....	1,083,511 57	988,414 70
Canadian Government Railways.....	140,744 59	59,186 12
Grand Trunk Pacific Railway.....	560,778 33	510,284 23
Canadian National Railways Lines in Canada....	<u>\$ 3,471,164 64</u>	<u>\$ 2,895,493 42</u>

## TOTAL OPERATING INCOME OR DEFICIT

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 12,389,250 86	\$ 16,336,096 31
Canadian Northern Railway System.....	1,995,492 14	3,582,219 19
Canadian Government Railways.....	1,207,482 70	211,959 30
Grand Trunk Pacific Railway.....	3,308,316 83	3,586,862 62
Canadian National Railways Lines in Canada....	<u>\$ 8,292,924 59</u>	<u>\$ 8,955,055 20</u>

## NON-OPERATING INCOME OR CHARGES NET

	1924	1923
Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 5,310,520 02	\$ 2,857,915 34
Canadian Northern Railway System.....	1,545,671 30	1,844,648 29
Canadian Government Railways.....	103,135 54	3,983 96
Grand Trunk Pacific Railway.....	2,338,804 13	1,651,459 64
Canadian National Railways Lines in Canada....	<u>\$ 9,298,130 99</u>	<u>\$ 6,350,039 31</u>

## TOTAL INCOME OR DEFICIT BEFORE FIXED CHARGES

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 17,699,770 88	\$ 19,194,011 65
Canadian Northern Railway System.....	449,820 84	1,737,570 90
Canadian Government Railways.....	1,310,618 24	215,943 26
Grand Trunk Pacific Railway.....	969,512 70	1,935,402 98
Canadian National Railways Lines in Canada....	<u>\$ 17,591,055 58</u>	<u>\$ 15,305,094 51</u>

INCOME STATEMENT

FIXED CHARGES

Canadian National Railways (including Grand Trunk Railway in Canada)—		
Interest due the Public.....	\$ 17,841,521 04	\$ 14,179,129 26
Interest due the Government.....	6,673,459 11	5,999,898 75
	\$ 24,514,980 15	\$ 20,179,028 01
Canadian Northern Railway System—		
Interest due the Public.....	15,188,695 13	15,517,659 58
Interest due the Government.....	19,528,454 19	18,701,675 52
	\$ 34,717,149 32	\$ 34,219,335 10
Grand Trunk Pacific Railway—		
Interest due the Public.....	4,428,957 08	4,428,957 08
Interest due the Government.....	2,203,724 37	2,823,801 42
Interest on Receivers' Certificates.....	2,865,405 33	2,632,567 98
	\$ 9,498,086 78	\$ 9,885,326 48
Canadian National Railways Lines in Canada....	\$ 68,730,216 25	\$ 64,283,689 59

TOTAL DEFICIT

Canadian National Railways (including Grand Trunk Railway in Canada).....		
	\$ 6,815,209 27	\$ 985,016 36
Canadian Northern Railway System.....	35,166,970 16	35,956,906 00
Canadian Government Railways.....	1,310,618 24	215,943 26
Grand Trunk Pacific Railway.....	10,467,599 48	11,820,729 46
	\$ 51,139,160 67	\$ 48,978,595 08

CANADIAN NATIONAL RAILWAYS—LINES IN THE UNITED STATES

INCOME ACCOUNT—YEARS ENDING DECEMBER 31, 1924 AND 1923

GROSS OPERATING REVENUE

	1924	1923
Grand Trunk Lines in New England.....	\$ 2,595,230 08	\$ 3,515,000 00
Grand Trunk Western Lines.....	29,591,984 53	32,471,522 74
Duluth, Winnipeg and Pacific Railway.....	2,176,474 81	2,361,757 41
	\$ 34,363,689 42	\$ 38,348,280 15

GROSS OPERATING EXPENSES

Grand Trunk Lines in New England.....	\$ 3,077,805 13	\$ 4,006,702 84
Grand Trunk Western Lines.....	23,881,316 76	23,679,714 70
Duluth, Winnipeg and Pacific Railway.....	1,924,405 28	2,081,762 15
	\$ 28,883,527 17	\$ 29,768,179 69

NET REVENUE OR DEFICIT FROM RAILWAY OPERATIONS

Grand Trunk Lines in New England.....	\$ 482,575 05	\$ 491,702 84
Grand Trunk Western Lines.....	5,710,667 77	8,791,808 04
Duluth, Winnipeg and Pacific Railway.....	252,069 53	279,995 26
	\$ 5,480,162 25	\$ 8,580,100 46

TAX ACCRUALS, UNCOLLECTIBLE REVENUES AND MISCELLANEOUS OPERATIONS

Grand Trunk Lines in New England.....	\$ 215,088 62	\$ 196,809 00
Grand Trunk Western Lines.....	1,215,177 96	946,068 69
Duluth, Winnipeg and Pacific Railway.....	107,803 24	119,039 16
	\$ 1,538,069 82	\$ 1,261,916 85

## DEPARTMENT OF RAILWAYS AND CANALS

## TOTAL OPERATING INCOME OR DEFICIT

Grand Trunk Lines in New England.....	\$ 697,663 67	\$ 688,511 84
Grand Trunk Western Lines.....	4,495,489 81	7,845,739 35
Duluth, Winnipeg and Pacific Railway.....	144,266 29	160,956 10
Canadian National Railways in United States....	<u>\$ 3,942,092 43</u>	<u>\$ 7,318,183 61</u>

## NON-OPERATING INCOME OR CHARGES NET

Grand Trunk Lines in New England.....	\$ 1,244,895 65	\$ 1,874,456 34
Grand Trunk Western Lines.....	5,594,938 06	7,174,471 63
Duluth, Winnipeg and Pacific Railway.....	79,013 62	72,701 14
Canadian National Railways in United States....	<u>\$ 6,760,820 09</u>	<u>\$ 9,121,629 11</u>

## TOTAL INCOME OR DEFICIT BEFORE FIXED CHARGES

	1924	1923
Grand Trunk Lines in New England.....	\$ 1,942,559 32	\$ 2,562,968 18
Grand Trunk Western Lines.....	1,099,448 25	671,267 72
Duluth, Winnipeg and Pacific Railway.....	223,279 91	88,254 96
Canadian National Railways in United States....	<u>\$ 2,818,727 66</u>	<u>\$ 1,803,445 50</u>

## FIXED CHARGES

Grand Trunk Lines in New England—		
Interest due the Public.....	\$ .....	\$ .....
Interest due the Government.....	.....	.....
Grand Trunk Western Lines—		
Interest due the Public.....	\$ 622,330 89	\$ 635,114 64
Interest due the Government.....	.....	.....
Duluth, Winnipeg and Pacific—		
Interest due the Public.....	\$ 280,200 00	\$ 280,519 72
Interest due the Government.....	.....	.....
Canadian National Railways in United States....	<u>\$ 902,530 89</u>	<u>\$ 915,634 36</u>

## TOTAL DEFICIT

Grand Trunk Lines in New England.....	\$ 1,942,559 32	\$ 2,562,968 18
Grand Trunk Western Lines.....	1,721,779 14	36,153 08
Duluth, Winnipeg and Pacific Railway.....	56,920 09	192,264 76
Canadian National Railways in United States....	<u>\$ 3,721,258 55</u>	<u>\$ 2,719,079 86</u>

REPORT OF THE DEPARTMENTAL ACCOUNTANT.

TOTAL EXPENDITURE AND REVENUE of the Department of Railways and Canals prior to and since Confederation to March 31, 1925

	\$	cts.	\$	cts.
Grand total expenditure.....			1,298,529,333	59
Expenditure on railways.....	926,941,230	89		
"  Quebec bridge.....	22,165,875	13		
"  Railway subsidies.....	78,785,471	09		
"  Canals.....	224,607,335	62		
"  Miscellaneous.....	46,029,420	86		
Total expenditure.....			1,298,529,333	59
Classification of expenditure in general—				
Capital account.....	681,393,432	85		
Revenue account.....	491,797,310	15		
Income account.....	46,553,069	50		
Consolidated Fund—railway subsidies.....	78,785,471	09		
Total expenditure.....			1,298,529,333	59
Classification of expenditure in detail—				
Railways—				
Capital.....	474,271,512	05		
Income.....	7,753,013	24		
Revenue.....	444,916,705	60		
Total expenditure on railways.....			926,941,230	89
Quebec Bridge—				
Capital.....	21,706,664	49		
Income.....	459,210	64		
Total expenditure.....			22,165,875	13
Railway subsidies.....			78,785,471	09
Total expenditure on railways.....			1,027,892,577	11
Canals—				
Capital.....	163,787,854	94		
Income.....	14,015,587	18		
Revenue, staff.....	26,021,511	72		
Revenue, repairs.....	20,782,381	78		
Total expenditure.....			224,607,335	62
Miscellaneous expenditure—				
Capital.....	21,627,451	37		
Income.....	24,325,258	44		
Revenue.....	76,711	05		
Total expenditure.....			46,029,420	86
Grand total expenditure.....			1,298,529,333	59

GENERAL SUMMARY of the Expenditure and Revenue for Fiscal Year ending March 31, 1925

	\$	cts.	\$	cts.
Grand total expenditure to March 31, 1925.....			1,298,529,333	59
This expenditure is divided as follows:—				
Railways, including Quebec bridge.....	1,027,892,577	11		
Canals.....	224,607,335	62		
General expenditure.....	46,029,420	86	1,298,529,333	59
Total expenditure for the year ending March 31, 1925—				
This expenditure is divided as follows:—				
Railways.....	325,238	38		
Canals.....	13,084,330	37		
General expenditure.....	3,308,971	56	16,718,540	31
<b>REVENUE RECEIVED</b>				
Grand total of revenue received from July 1, 1867 to March 31, 1925—				
Railways.....	391,866,392	09		
Canals.....	21,636,577	72	413,502,969	81
Revenue received from Canals during fiscal year.....			913,075	27

## REVENUE.

GENERAL STATEMENT of the Revenue received during the Year ending  
March 31, 1925.

Canals—	\$	cts.
Welland canal.....	68,706	19
Welland canal, Port Colborne elevator.....	362,596	97
Welland ship canal.....	9,893	43
Beauharnois canal.....	15,026	55
Soulanges canal.....	3,680	60
Cornwall canal.....	25,336	18
Williamsburg canal.....	1,753	50
Lachine canal.....	256,305	67
Chambly canal.....	959	86
Carillon and Grenville canal.....	865	00
St. Anne's lock.....	572	72
Chats Falls canal.....	1	00
Rideau canal.....	13,934	54
St. Peters canal.....	31	00
Murray canal.....	254	00
Trent canal.....	153,066	06
Sault Ste-Marie canal.....	92	00
Total.....	913,075	27

GENERAL STATEMENT of Expenditure during the Year ending March 31, 1925

	\$	cts.	\$	cts.
Total expenditure.....			16,718,540	31
Expenditure chargeable to railways.....	325,238	38		
Expenditure chargeable to canals.....	13,084,330	37		
General expenditure.....	3,308,971	56		
Total expenditure.....			16,718,540	31
Classification of expenditure in general—				
Capital account.....	10,516,856	06		
Income account.....	4,196,047	40		
Revenue account.....	2,005,636	85		
Total expenditure.....			16,718,540	31
Classification of expenditure by accounts—				
Railways—				
Capital expenditure.....			37,499	37
Income expenditure, general.....			362,737	75
Canals—				
Capital expenditure.....			10,619,902	69
Income expenditure.....	445,955	15		
Income expenditure, general.....	12,835	68	458,790	83
Revenue expenditure, staff.....	959,516	48		
Revenue expenditure, staff, general.....	125,749	80	1,085,266	28
Revenue expenditure, repairs.....	853,076	17		
Revenue expenditure, repairs, general.....	67,294	40	920,370	57
General expenditure, capital account.....			65,547	26
General expenditure, income account.....			3,374,618	82
Total expenditure.....			16,718,540	31

PRINCIPAL EXPENDITURES DURING THE FISCAL YEAR.

	\$	cts.
Railway Commission, maintenance.....	212,411	23
Railway Commission, statute.....	54,387	71
Surveys and Inspections, railways.....	46,614	33
Railway Grade Crossing Fund.....	39,436	49
Canada Highways Act, Chapter 54, 1919.....	2,925,163	92
Canada Highways Commission.....	38,374	73
Retirement Act, 1920, Superannuation No. 4.....	29,008	46
Vote 379, St. Lawrence Ship Canal, Surveys and Investigations.....	57,504	24
Workmen's Compensation Act.....	266,889	52
Canadian Government Rys, to supplement pension allowance.....	45,832	61
Canadian Government Railways, capital.....	39,683	41
St. Lawrence ship canal.....	40,631	56
Welland ship canal.....	9,909,636	95
Surveys and Inspections, canals.....	12,835	68
Canals expenditure.....	2,928,181	98
Miscellaneous expenditure.....	151,314	31
	16,718,540	31

EXPENDITURE on Government and other Railways for fiscal year ending March 31, 1925

	Capital		Income		Total	
	\$	cts.	\$	cts.	\$	cts.
Intercolonial Railway.....	42,894	91			42,894	91
National Transcontinental Railway.....	32,692	34			32,692	34
Hudson Bay Railway.....	53,848	38			53,848	38
Miscellaneous Suspense.....	3,862	40			3,862	40
Total.....	39,683	41			39,683	41
Railway Commission, maintenance.....			212,411	23	212,411	23
Railway Commission, statutory.....			54,387	71	54,387	71
Surveys and inspections.....			46,614	33	46,614	33
Railway Grade Crossing Fund.....			39,436	49	39,436	49
Governor General's cars.....			9,887	99	9,887	99
Hudson Bay Railway—Port Nelson terminals.....	2,184	04			2,184	04
Total.....			362,737	75	364,921	79
Grand total of railways.....	37,499	87	362,737	75	325,238	38
MISCELLANEOUS						
Canada Highways Act, chapter 54, 1919.....			2,925,163	92	2,925,163	92
Retirement Act, 1920, Superannuation No. 4.....			29,008	46	29,008	46
Workmen's Compensation Act, Chap. 15, Statutes of Canada, 1918.....			266,889	52	266,889	52
Canada Highways Commission.....			38,374	73	38,374	73
Printing and stationery, Outside Service.....			4,589	70	4,589	70
Canadian Government Railways—To supplement pension allowance.....			45,832	61	45,832	61
Canadian Northern Railway stock—Statutory.....		0			0	10
Miscellaneous railway equipment.....	65,547	36			65,547	36
Vote 358—Lachine Canal—Refund of taxes paid by Andrew Baile and Andrew Baile, Ltd.....			7,155	64	7,155	64
Vote 479—St. Lawrence Ship Canal—Surveys and investigations and Canadian National Advisory Committee.....			57,504	24	57,504	24
	65,547	36	3,374,518	82	3,308,971	56

## EXPENDITURE on Canals for Fiscal Year ended March 31, 1925

Name of Canal	Chargeable to		Chargeable to Revenue		Total
	Capital	Income	Staff	Repairs	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Carillon and Grenville.....		4,710 61	27,783 01	21,261 17	53,754 79
Chambly.....		23,734 08	43,610 39	50,462 20	122,806 67
Cornwall.....			95,379 85	72,863 24	168,243 09
Lachine.....		54,337 80	129,423 68	178,763 23	362,524 71
Murray.....			7,720 72	5,942 06	13,662 78
Rideau.....		7,439 26	70,778 25	104,683 28	182,900 79
St. Anne's Lock.....	100,000 00		5,034 21	5,987 83	111,022 04
St. Lawrence river canals.....		43,776 43			43,776 43
St. Lawrence ship canal.....	40,631 56				40,631 56
St. Ours.....			4,780 47	4,676 24	9,456 71
Soulanges.....		39,739 75	49,813 66	74,385 78	163,939 19
St. Peters.....		45,362 06	5,452 34	341 72	51,156 12
Sault Ste. Marie.....			38,297 91	33,504 71	71,802 62
Trent.....	143,957 44	118,003 41	112,840 80	76,096 84	450,898 49
Welland.....	425,676 74	103,851 75	324,927 27	191,470 41	1,045,926 17
Welland ship.....	9,909,636 95				9,909,636 95
Williamsburg.....			43,673 92	32,637 46	76,311 38
	10,619,902 69	445,955 15	959,516 48	853,076 17	12,878,450 49
GENERAL ON CANALS					
Dredge vessels, Quebec canals.....			29,415 44	20,270 43	49,685 87
Dredge vessels, Rideau canal.....				27,623 48	27,623 48
Sunday labour.....			59,526 50		59,526 50
Surveys and inspections.....		12,835 68			12,835 68
QUEBEC CANALS					
Maintenance.....			27,323 44		27,323 44
Hungry Bay and St. Barbe dykes.....				19,400 49	19,400 49
MISCELLANEOUS					
C.S. Amendment Act gratuities to dependents of deceased employees.....			4,059 48		4,059 48
Canals revenue.....			5,424 94		5,424 94
Total.....		12,835 68	125,749 80	67,294 40	205,879 88
Grand total.....	10,619,902 69	458,790 83	1,085,266 28	920,370 57	13,084,330 37

## RECAPITULATION OF EXPENDITURE

	Capital	Income	Revenue	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure on railways.....	37,499 37	362,737 75		325,238 38
Expenditure on canals.....	10,619,902 69	458,790 83	2,005,636 85	13,084,330 37
Miscellaneous expenditure, general.....	65,547 26	3,374,518 82		3,308,971 56
	10,516,856 06	4,196,047 40	2,005,636 85	16,718,540 31

EXPENDITURE on Canals to March 31, 1925

CAPITAL ACCOUNT

	Previous Years		1924-25		Total	
	\$	cts.	\$	cts.	\$	cts.
Beauharnois.....	1,636,029	29			1,636,029	29
Carillon and Grenville.....	4,191,756	51			4,191,756	51
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.....	4,214,263	99			4,214,263	99
Sault Ste. Marie.....	4,935,809	42			4,935,809	42
Soulanges.....	7,904,044	53			7,904,044	53
St. Anne's lock.....	1,170,215	63	100,000	00	1,270,215	63
St. Lawrence river 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. Lawrence ship canal.....	95,145	74	40,631	56	135,777	30
St. Ours.....	127,228	56			127,228	56
St. Peter's.....	648,547	14			648,547	14
Tay.....	489,599	23			489,599	23
Trent.....	19,175,802	29	143,957	44	19,319,759	73
Welland.....	29,482,820	89	425,676	74	29,908,497	63
Welland ship.....	40,862,455	82	9,909,636	95	50,772,092	77
Williamsburg.....	1,334,551	80			1,334,551	80
Farran's Point.....	877,090	57			877,090	57
Galops.....	6,143,468	11			6,143,468	11
Rapide Plat.....	2,159,880	80			2,159,880	80
Total.....	153,132,985	56	10,619,902	69	163,752,888	25
Canals general.....	34,966	69			34,966	69
Grand total.....	153,167,952	25	10,619,902	69	163,787,854	94

INCOME ACCOUNT

	Previous Years		1924-25		Total	
	\$	cts.	\$	cts.	\$	cts.
Baie Verte.....	44,387	53			44,387	53
Beauharnois.....	265,810	84			265,810	84
Carillon and Grenville.....	456,809	11	4,710	61	461,519	72
Chambly.....	860,861	46	28,734	08	889,595	54
Cornwall.....	637,119	09			637,119	09
Culbute lock and dam.....	60,923	37			60,923	37
Lachine.....	1,832,835	98	54,337	80	1,887,173	78
Lake St. Francis.....	27,028	08			27,028	08
Murray.....	101,457	76			101,457	76
Rideau.....	707,426	29	7,439	26	714,865	55
Sault Ste. Marie.....	320,974	77			320,974	77
Soulanges.....	454,204	71	39,739	75	493,944	46
St. Anne's lock.....	118,018	13			118,018	13
St. Lawrence river canals.....	128,298	11	43,776	43	172,074	54
St. Ours.....	178,366	58			178,366	58
St. Peter's.....	736,130	99	45,362	06	781,493	05
Tay.....	748	65			748	65
Trent.....	2,206,440	49	118,003	41	2,324,443	90
Welland.....	3,056,822	42	103,851	75	3,160,674	17
Williamsburg.....	396,175	43			396,175	43
Total.....	12,590,839	79	445,955	15	13,036,794	94
Canals general.....	965,956	56	12,835	68	978,792	24
Grand total.....	13,556,796	35	458,790	83	14,015,587	18

## DEPARTMENT OF RAILWAYS AND CANALS

## REVENUE ACCOUNT—STAFF

	Previous Years		1924-25		Total	
	\$	cts.	\$	cts.	\$	cts.
Beauharnois.....	649,574	89			649,574	89
Carillon and Grenville.....	1,018,538	91	27,783	01	1,046,321	92
Chambly.....	1,277,605	28	43,610	39	1,321,215	67
Cornwall.....	2,254,195	59	95,379	85	2,349,575	44
Culbute lock and dam.....	11,507	48			11,507	48
Lachine.....	3,568,865	15	129,423	68	3,698,288	83
Murray.....	189,969	08	7,720	72	197,689	80
Rideau.....	2,232,015	44	70,778	25	2,302,793	69
Sault Ste. Marie.....	658,040	93	38,297	91	696,338	84
Soulanges.....	835,550	92	49,813	66	885,364	58
St. Anne's lock.....	157,215	67	5,034	21	162,249	88
St. Ours.....	153,779	57	4,780	47	158,560	04
St. Peter's.....	154,184	32	5,452	34	159,636	66
Trent.....	1,250,899	98	112,840	80	1,363,740	78
Welland.....	6,683,291	01	324,927	27	7,008,218	28
Williamsburg.....	944,966	63	43,673	92	988,640	55
Total.....	22,040,200	85	959,516	48	22,999,717	33
Canals general.....	2,896,044	59	125,749	80	3,021,794	39
Grand total.....	24,936,245	44	1,085,266	28	26,021,511	72

## REVENUE ACCOUNT—REPAIRS

	Previous Years		1924-25		Total	
	\$	cts.	\$	cts.	\$	cts.
Beauharnois.....	525,691	23			525,691	23
Carillon and Grenville.....	747,356	67	21,261	17	768,617	84
Chambly.....	1,323,678	74	50,462	20	1,374,140	94
Cornwall.....	1,443,097	42	72,863	24	1,515,960	66
Culbute lock and dam.....	7,036	15			7,036	15
Lachine.....	3,289,025	00	178,763	23	3,467,788	23
Murray.....	133,901	56	5,942	06	139,843	62
Rideau.....	2,606,182	74	104,683	28	2,710,866	02
Sault Ste. Marie.....	584,871	39	33,504	71	618,376	10
Soulanges.....	1,089,429	13	74,385	78	1,163,814	91
St. Anne's lock.....	177,840	80	5,987	83	183,828	63
St. Ours.....	150,770	42	4,676	24	155,446	66
St. Peter's.....	48,091	63	341	72	48,433	35
Trent.....	1,220,533	05	76,096	84	1,296,629	89
Welland.....	4,827,298	98	191,470	41	5,018,769	39
Williamsburg.....	800,331	76	32,637	46	841,969	22
Total.....	18,984,136	67	853,076	17	19,837,212	84
Canals general.....	877,874	54	67,294	40	945,168	94
Grand total.....	19,862,011	21	920,370	57	20,782,381	78

TOTAL EXPENDITURE by Canals to March 31, 1925

Canals	Capital		Income		Revenue		Total
	\$	cts.	\$	cts.	\$	cts.	
Baie Verte.....			44,387	53			44,387 53
Beauharnois.....	1,636,029	29	265,810	84	649,574	89	3,077,106 25
Carillon and Grenville.....	4,191,756	51	461,519	72	1,046,321	92	6,468,215 99
Chambly.....	780,996	52	889,595	54	1,321,215	67	4,365,948 67
Cornwall.....	7,246,304	21	637,119	09	2,349,575	44	11,748,959 40
Culbute lock and dam.....	382,391	46	60,923	37	11,507	48	461,858 46
Lachine.....	14,132,684	80	1,887,173	78	3,698,288	83	23,185,935 64
Lake St. Francis.....	75,906	71	27,028	08			102,934 79
Lake St. Louis.....	298,176	11					298,176 11
Murray.....	1,248,946	71	101,457	76	197,689	80	1,687,937 89
Rideau.....	4,214,263	99	714,865	55	2,302,793	69	9,942,789 25
Sault Ste. Marie.....	4,935,809	42	320,974	77	696,338	84	6,571,499 13
Soulanges.....	7,904,044	53	493,944	46	885,364	58	10,447,168 48
St. Anne's lock.....	1,270,215	63	118,018	13	162,249	88	1,734,312 27
St. Lawrence river canals—							
North channel.....	1,995,142	87					
River reaches.....	483,830	20	172,074	54			3,690,943 26
Galops channels.....	1,039,895	65					
St. Lawrence ship canal.....	135,777	30					135,777 30
St. Ours.....	127,228	56	178,366	58	158,560	04	619,601 84
St. Peter's.....	648,547	14	781,493	05	159,636	66	1,638,110 20
Tay.....	439,599	23	748	65			490,347 88
Trent.....	19,319,759	73	2,324,443	90	1,363,740	78	24,304,574 30
Welland.....	29,908,497	63	3,160,674	17	7,008,218	28	45,096,159 47
Welland ship.....	50,772,092	77					50,772,092 77
Williamsburg.....	1,334,551	80					
Farran's Point.....	877,090	57	396,175	43	988,640	55	12,741,776 48
Galops.....	6,143,468	11			841,969	22	
Rapide Plat.....	2,159,880	80					
Total.....	163,752,888	25	13,036,794	94	22,999,717	33	219,626,613 36
Canals general.....	34,966	69	978,792	24	3,021,794	39	4,980,722 26
Grand total.....	163,787,854	94	14,015,587	18	26,021,511	72	224,607,335 62



## STATEMENT of Canals Revenue for Year ending March 31, 1925

Divisions	Dues		Rents		Total .	
	\$	cts.	\$	cts.	\$	cts.
<i>Welland Canal—</i>						
Port Colborne.....	151	88	17,129	99	17,281	87
Port Colborne elevator.....	362,596	97			362,596	97
Port Dalhousie.....	350	26	51,074	06	51,424	32
Total.....	363,099	11	68,204	05	431,303	16
<i>Welland Ship Canal.....</i>			9,893	43	9,893	43
<i>St. Lawrence Canals—</i>						
Coteau Landing, Beauharnois canal.....			15,026	55	15,026	55
Coteau Landing, Soulanges canal.....	26	00	3,654	60	3,680	60
Cornwall.....	811	68	24,524	50	25,336	18
Cardinal, Williamsburg Canal.....	10	00	1,743	50	1,753	50
Lachine canal, Montreal.....	24,520	89	227,966	76	252,487	65
Lachine canal, Lachine.....	3,818	02			3,818	02
Total.....	29,186	59	272,915	91	302,102	50
<i>Chambly Canal—</i>						
Chambly.....	10	00	778	86	788	86
St. Johns.....	4	00	107	00	111	00
St. Ours.....			60	00	60	00
Total.....	14	00	945	86	959	86
<i>Ottawa River Canals—</i>						
Carillon and Grenville canal.....	8	00	857	00	865	00
St. Anne's Lock.....	46	72	526	00	572	72
Chats Falls canal.....			1	00	1	00
Total.....	54	72	1,384	00	1,438	72
<i>Rideau Canal—</i>						
Ottawa.....	310	00	12,301	62	12,611	62
Kingston Mills.....			881	91	881	91
Smiths Falls.....	65	00	376	01	441	01
Total.....	375	00	13,559	54	13,934	54
<i>St. Peter's Canal.....</i>			31	00	31	00
<i>Murray Canal.....</i>			254	00	254	00
<i>Trent Canal.....</i>	97	00	152,969	06	153,066	06
<i>Sault Ste. Marie Canal.....</i>			92	00	92	00
Grand Total.....	392,826	42	520,248	85	913,075	27
Net amount deposited to credit of Receiver General.....					913,075	27

## STATEMENT of Hydraulic and other Rents Showing Rent Accrued, Paid and Balances Due March 31, 1925

Balance due April 1, 1924	Hydraulic and other Rents accrued	Lock House Rents	Totals	Canals	Abatement for Refunds	Deposited to credit of Receiver General		Balance due Mar. 31, 1925	Totals
						Lock House Rents	Hydraulic Rents		
\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
39,628 84	50,040 18	2,111 00	91,780 02	Welland.....	7,729 03	2,216 00	67,161 05	14,673 94	91,780 02
588 03	165 40	8,437 33	9,190 76	Welland Ship.....	3 00	8,495 33	225 10	3,467 33	9,190 76
3,310 00	2,358 50	216 00	5,884 50	Williamsburg.....	850 00	216 00	1,527 50	3,291 00	5,884 50
135 00	24,524 50		24,659 50	Cornwall.....			24,524 50	135 00	24,659 50
12,925 18	15,026 55	147 48	28,099 21	Beauharnois.....	3,307 49	147 48	15,026 55	23,396 56	28,099 21
1 00	194,865 03	690 00	207,937 69	Lachine.....			227,819 28	4 00	207,937 69
9,246 62	260 86	690 00	949 86	Chambly.....	2 50	1,869 00	255 86	10,148 00	949 86
24,656 96	12,594 42	1,869 00	23,710 04	Rideau.....	139 20	2,383 66	11,650 54	29 35	23,710 04
	126,096 99	2,383 66	153,137 61	Trent.....			150,555 40		153,137 61
	92 00		92 00	Sault Ste. Marie.....			52 00		92 00
	678 00	182 00	860 00	Carillon and Grenville.....			182 00	3 00	860 00
	3,343 60	336 00	3,679 60	Soulanges.....			336 00	25 00	3,679 60
	461 00	65 00	526 00	St. Anne's Lock.....			3,461 00		526 00
	1 00		1 00	St. Anne's Lock.....			65 00		1 00
	31 00		31 00	Chats Falls.....			1 00		31 00
	14 00	240 00	254 00	St. Peters.....			31 00		254 00
				Murray.....			14 00		
90,489 63	430,553 03	16,677 47	537,720 13		12,091 22	16,840 47	503,408 38	5,380 06	537,720 13

WELLAND SHIP CANALS—Amounts Expended on Construction to March 31, 1925

	Year ending	Capital	
		\$	cts.
Government 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
“ “ .....	1919	1,823,875	96
“ “ .....	1920	3,499,963	35
“ “ .....	1921	5,070,297	57
“ “ .....	1922	4,279,815	61
“ “ .....	1923	4,776,393	84
“ “ .....	1924	6,465,512	55
Less sale of materials.....	1925	9,909,636	95
Total.....		50,534,875	68

Expenditure as above.....\$50,534,875 68

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.....	19,983	37
1909-10.....	9,979	91
1910-11.....	21,229	35
1911-12.....	23,138	60
1912-13.....	112,890	92
1915-16.....	17,627	36
	237,217	09

Total cost of Welland ship canal to March 31, 1925.....\$50,772,092 77

HUDSON BAY RAILWAY AND PORT NELSON TERMINALS—Expenditure to March 31, 1925

	Year ending	Hudson Bay Railway	Port Nelson Terminals	Total
		\$ cts.	\$ cts.	\$ cts.
Government expenditure.....	1909	92,427	83	92,427
“ “ .....	1910	53,042	63	53,042
“ “ .....	1911	184,149	81	184,149
“ “ .....	1912	159,632	00	159,632
“ “ .....	1913	1,009,024	52	1,009,063
“ “ .....	1914	3,071,631	22	4,498,717
“ “ .....	1915	3,256,074	39	4,773,743
“ “ .....	1916	2,981,425	47	4,887,131
“ “ .....	1917	1,792,190	39	2,604,279
“ “ .....	1918	1,288,789	61	1,879,699
“ “ .....	1919	641,318	69	562,557
“ “ .....	1920	247,153	67	235,608
“ “ .....	1921		121,063	121,063
“ “ .....	1922	61,563	43	96,333
“ “ .....	1923	13,824	94	41,627
“ “ .....	1924	183,250	35	207,872
“ “ .....	1925	53,848	38	51,664
		14,487,343	23	20,731,941
			6,244,598	49
				27,976,540

\* An amount of \$2,000, expenditure provided under Vote 362, Miscellaneous Collection of Revenue, year 1915-16—Compassionate allowance to the widow of the late W. D. Smith, who was accidentally killed in the discharge of his duties as labourer on the Port Nelson Terminals of the Hudson Bay Railway, eliminated. See Capital Expenditure relative to Railways.

## 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		
“ “ .....	1919	656,761	79		
“ “ .....	1920	880	65		
“ “ .....	1921			24,555	50
“ “ .....	1923	344	70		
		14,831,398	29	559,210	64
Less amount received from Phoenix Bridge Co.....				100,000	00
		14,831,398	29	459,210	64

Capital expenditure as above..... \$14,831,398 29

In this expenditure a total of \$91,188.10 has been credited, being received for sale of scrap and used material from the collapsed bridge.

Add amounts paid by authorities other than Appropriation Acts—					
Amount guaranteed by Act of 1903, Chapter 54.....	\$	6,424,781	00		
Amount paid to the province of Quebec.....		250,000	00		
Amount paid to the city of Quebec.....		300,000	00		
Amount paid to Emile Tanguay, as per Supreme Court award.....		485	20		
				\$	6,975,266 20
					\$21,806,664 49
Less amount received from the Phoenix Bridge Co.....					100,000 00
					\$21,706,664 49

To which add the expenditure under income 1909, 1910 and 1921.....	559,210	64			
Add also amount paid, for subsidies during 1901, 1902 and 1903.....	374,353	33			
					933,563 97

Total expenditure to March 31, 1925..... \$22,640,228 46

EMPLOYEES COMPENSATION ACT—CHAPTER 15, 1918.—Number of Claims on which Payments were made, and Amount Disbursed in Compensation, Medical Aid and Pensions, Fiscal Year 1924-1925.

## NOVA SCOTIA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
Marine and Fisheries.....	5			5	\$ 484 05
National Defence.....	3		2	5	936 96
Public Works.....	31			31	1,605 94
Railways and Canals Canadian Government Railways.....	167		32	199	22,752 37
Totals.....	206		34	240	25,779 32

NOTE.—No medical aid paid by the Nova Scotia Board.

NEW BRUNSWICK BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
Marine and Fisheries.....	4			4	\$ cts. 410 97
Post Office.....			2	2	903 00
Public Works.....	8	1	1	10	1,273 90
Railways and Canals Canadian Government Railways.....	551	28	71	650	61,461 30
Totals.....	563	29	74	666	64,049 17

ONTARIO BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
Agriculture.....			1	1	\$ cts. 650 04
Interior.....	2	1	1	4	631 37
Marine and Fisheries.....	3	2	10	15	7,286 01
National Defence.....	6	1	5	12	2,590 77
Public Works.....	24	1	9	34	6,621 82
Railways and Canals Canadian Government Railways.....	178	110	24	312	42,939 76
Canals.....	40	13	24	77	17,302 77
Soldiers Civil Re-establishment.....	11	1	8	20	3,366 96
Trade and Commerce.....	4	1		5	698 35
Totals.....	268	130	82	480	82,087 85

MANITOBA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
Interior.....			1	1	\$ cts. 300 00
Marine and Fisheries.....		1	1	2	260 40
Public Works.....	2	2	3	7	1,809 22
Railways and Canals Canadian Government railways.....	287	235	10	532	38,324 68
Totals.....	289	238	15	542	40,694 80

ALBERTA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
Agriculture.....			1	1	\$ cts. 559 50
Indian Affairs.....			1	1	420 00
Interior.....	34	15	4	53	6,097 64
Mines.....			1	1	420 00
Trade and Commerce.....	2	3		5	143 78
Totals.....	36	18	7	61	7,640 92

## DEPARTMENT OF RAILWAYS AND CANALS

## BRITISH COLUMBIA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
					\$ cts.
Agriculture.....			1	1	279 51
Customs and Excise.....	3			3	167 53
Interior.....	4	2	2	8	1,651 74
Justice.....	1			1	609 34
Marine and Fisheries.....	17	5	5	27	6,173 54
National Defence.....	4	3		7	195 90
Post Office.....	7	8		15	463 40
Public Works.....	18	27	2	47	3,625 02
Totals.....	54	45	10	109	13,165 98

## PROVINCE OF QUEBEC AND MISCELLANEOUS

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
					\$ cts.
Railways and Canals Canadian Government Railways.....	84			84	14,874 05
Canals.....	3			3	3,366 35
Totals.....	87			87	18,240 40

## SUMMARY

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
					\$ cts.
Agriculture.....			3	3	1,489 05
Customs and Excise.....	3			3	167 53
Indian Affairs.....			1	1	420 00
Interior.....	40	18	8	66	8,680 75
Justice.....	1			1	609 34
Marine and Fisheries.....	29	8	16	53	14,617 97
Mines.....			1	1	420 00
National Defence.....	13	4	7	24	3,723 63
Post Office.....	7	8	2	17	1,363 40
Public Works.....	83	31	15	129	14,935 90
Railways and Canals Canadian Government Railways.....	1,267	373	137	1,777	180,352 16
Canals.....	43	13	24	80	20,669 12
Soldiers Civil Re-establishment.....	11	1	8	20	3,366 96
Trade and Commerce.....	6	4		10	842 13
Totals.....	1,503	460	222	2,185	251,657 94

EMPLOYEES' COMPENSATION ACT—CHAPTER 15, 1918

STATEMENT OF EXPENDITURE

To MARCH 31, 1924

Board	Dominion expenditure including amounts advanced	Disbursements under the Act				Balance on deposit
		Compensation pensions etc.	Proportion administrative expenses	Interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	108,121 14	90,892 31	17,218 80		108,111 11	10 03
New Brunswick.....	297,411 60	256,226 93	31,783 92		288,010 85	9,400 75
Ontario.....	237,605 28	217,154 74	4,928 88		222,083 62	15,521 66
Manitoba.....	142,497 64	119,874 58	19,330 40	497 50	138,707 48	3,790 16
Alberta.....	37,098 18	16,799 81	3,093 03	4,164 71	15,728 13	21,370 05
British Columbia.....	55,000 00	39,410 41	3,364 89	4,422 16	38,353 14	16,646 86
Province of Quebec and Miscellaneous.....	150,581 24	150,581 24			150,581 24	
Totals to March 31, 1924.....	1,028,315 08	890,940 02	79,719 92	9,084 37	961,575 57	66,739 51

YEAR 1924-1925

Board	Dominion expenditure including amounts advanced	Disbursements under the Act				Balance on deposit
		Compensation pensions, etc.	Proportion administrative expenses	Interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	34,956 18	25,779 32	3,949 98		29,729 30	5,226 88
New Brunswick.....	74,762 81	64,049 17	8,467 55		72,516 72	2,246 09
Ontario.....	79,803 95	82,087 85	3,042 36		85,130 21	5,521 26
Manitoba.....	49,005 13	40,694 30	7,279 40		47,973 70	1,031 43
Alberta.....		7,640 92	789 09	1,031 68	7,398 33	7,398 33
British Columbia.....		13,165 98	216 98	455 46	12,927 50	12,927 50
Province of Quebec and Miscellaneous.....	18,240 40	18,240 40			18,240 40	
Interest deposited to credit of Casual Revenue.....	10,116 05			10,116 05	10,116 05	
Totals, year 1924-25.....	266,889 52	251,657 94	23,745 36	8,628 91	284,032 21	17,142 80

To MARCH 31, 1925

Board	Dominion expenditure including amounts advanced	Disbursements under the Act				Balance on deposit
		Compensation pensions, etc.	Proportion administrative expenses	Interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	143,077 32	116,671 63	21,168 78		137,840 41	5,236 91
New Brunswick.....	372,174 41	320,276 10	40,251 47		360,527 57	11,646 84
Ontario.....	317,414 23	299,242 59	7,971 24		307,213 83	10,200 40
Manitoba.....	191,502 77	160,563 88	26,609 80	497 50	186,681 18	4,821 59
Alberta.....	37,098 18	24,440 73	3,882 12	5,196 39	23,126 46	13,971 72
British Columbia.....	55,000 00	52,576 39	3,581 87	4,877 62	51,280 64	3,719 36
Province of Quebec and Miscellaneous.....	168,821 64	168,821 64			168,821 64	
Interest deposited to credit of Casual Revenue.....	10,116 05			10,116 05	10,116 05	
Totals to March 31, 1925.....	1,295,204 60	1,142,597 96	103,465 28	455 46	1,245,607 78	49,596 82

## CAPITAL EXPENDITURE Relative to Railways to March 31, 1925.

	Previous years		Year ending Mar. 31, 1925		Total	
	\$	cts.	\$	cts.	\$	cts.
<i>Canadian Government Railways—</i>						
Intercolonial Railway System.....						
Canada Eastern Railway.....	819,000	00			819,000	00
Cape Breton Railway.....	3,860,679	14			3,860,679	14
Drummond County Railway.....	1,464,000	00			1,464,000	00
Eastern Extension Railway.....	1,324,042	81			1,324,042	81
Montreal and European Railway.....	333,942	72			333,942	72
Oxford and New Glasgow Railway.....	1,949,063	21			1,949,063	21
Intercolonial Railway.....	136,818,550	99	42,894	91	136,861,445	90
Total.....	146,569,278	87	42,894	91	146,612,173	78
<i>New Brunswick and Prince Edward Island Railway.</i>						
Prince Edward Island Railway.....	861,847	83			861,847	83
International Railway of New Brunswick.....	13,276,674	49			13,276,674	49
National Transcontinental Railway.....	2,963,021	87			2,963,021	87
Moncton and Buctouche Railway.....	169,327,468	90	32,692	34	169,294,876	56
Salisbury and Albert Railway.....	293,067	16			293,067	16
St. Martin's Railway.....	437,647	60			437,647	60
Elgin and Havelock Railway.....	302,045	64			302,045	64
York and Carleton Railway.....	135,029	12			135,029	12
Quebec and Saguenay Railway.....	59,749	15			59,749	15
Carquet and Gulf Shore Railway.....	7,772,911	03			7,772,911	03
Lotbiniere and Megantic Railway.....	711,767	38			711,767	38
Cape Breton Railway (extension).....	360,008	39			360,008	39
d Hudson Bay Railway.....	107,646	73			107,646	73
Canadian Government Railways—Rolling stock....	14,541,191	61	53,848	38	14,487,343	23
e Canadian Government Railways—Miscellaneous....	35,906,042	55			35,906,042	55
b Quebec Bridge.....	345	00			345	00
Miscellaneous suspense.....	21,706,664	49	3,862	40	21,706,664	49
Total.....	415,332,407	81	39,683	41	415,292,724	40
<i>Other Railways and Miscellaneous—</i>						
Canadian Northern Railway.....	9,999,999	90	0	10	10,000,000	00
Annapolis and Digby Railway.....	660,683	09			660,683	09
a European and North American Railway.....	88,363	18			88,363	18
a Nova Scotia Railway.....	208,509	72			208,509	72
c Carleton Branch Railway.....	48,410	48			48,410	48
Canadian Pacific Railway.....	62,790,024	81			62,790,024	81
Hudson Bay Railway—Port Nelson Terminals.....	6,242,414	45	2,184	04	6,244,598	49
Yukon Territory Works, Stikine—Teslin Railway....	283,323	55			283,323	55
f North Railway.....	250,000	00			250,000	00
Governor General's cars.....	71,538	82			71,538	82
e Miscellaneous expenditure.....	18,000	00			18,000	00
Total.....	495,993,675	81	37,499	27	495,956,176	54

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

b Adjusted to agree with Schedule F of the Public Accounts, and agrees with Canadian National Railways Balance Sheet for 1925.

c This railway, which cost \$88,410.48, was sold in 1893 to the City of St. John, N.B., for \$40,000 (Vic. Cap. 6).

d An expenditure of \$2,000, provided under Vote 362, Miscellaneous Collection of Revenue, Year 1915-16—Compassionate allowance to the widow of the late W. D. Smith. See Recapitulation of expenditure, next page.

e Expenditure made during 1917-18, re construction of wooden vessels, transferred from miscellaneous expenditure to Canadian Government Railways.

f Expenditure made during 1914-15.

GOVERNMENT EXPENDITURE RELATIVE TO RAILWAYS

RECAPITULATION of Expenditure and Revenue to March, 31, 1925

	Capital		Revenue					
			Compassionate and miscellaneous	Improvements and betterments	Working expenses	Revenue received		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Expenditure prior to Confederation.....	13,881,460	65						
Since Confederation—								
1868 to 1890 inclusive.....	105,592,016	89	43,639	97			45,661,435	22
1890 to 1891.....	1,184,317	34					3,949,263	73
1891 to 1892.....	417,425	73					3,748,597	77
1892 to 1893.....	712,917	44					3,288,629	62
1893 to 1894.....	585,749	01					3,226,208	13
1894 to 1895.....	376,814	83					3,197,846	17
1895 to 1896.....	324,774	72					3,254,442	64
1896 to 1897.....	204,624	31					3,195,959	58
1897 to 1898.....	270,990	85	1,400	00			3,507,248	88
1898 to 1899.....	1,112,348	47					3,696,612	31
1899 to 1900.....	3,309,130	42					4,665,228	06
1900 to 1901.....	3,922,989	37					5,739,051	54
1901 to 1902.....	5,386,611	24					5,861,099	54
1902 to 1903.....	3,083,680	86					6,474,134	20
1903 to 1904.....	2,619,059	86					7,599,958	57
1904 to 1905.....	6,125,481	79					8,906,154	35
1905 to 1906.....	6,102,565	74					7,893,653	49
1906 to 1907.....	7,174,370	17					6,328,745	65
1907 to 1908.....	23,684,005	25					9,595,295	43
1908 to 1909.....	29,414,227	34					9,764,586	51
1909 to 1910.....	21,505,975	91					9,095,903	96
1910 to 1911.....	24,532,466	18	1,000	00			10,037,878	77
1911 to 1912.....	23,108,865	52	3,950	00			11,074,852	80
1912 to 1913.....	17,375,968	10	4,500	00			12,499,925	65
1913 to 1914.....	21,628,095	15	11,300	00			13,559,225	45
a 1914 to 1915.....	22,115,663	92	23,000	00			12,474,453	85
b 1915 to 1916.....	21,153,255	19	3,400	00	1,515,895	67	17,891,484	65
1916 to 1917.....	12,003,649	70	4,000	00	1,070,334	64	24,725,571	90
1917 to 1918.....	34,699,416	96	15,100	00			33,400,460	45
1918 to 1919.....	40,193,180	64	17,000	00			43,889,626	07
1919 to 1920.....	11,593,148	00	8,500	00			48,194,709	86
1920 to 1921.....	5,096,534	94	2,000	00			43,770,971	10
* 1921 to 1922.....	4,553,638	03					6,326,800	47
1922 to 1923.....	1,052,292	72					5,695,669	05
1923 to 1924.....	315,943	52						
1924 to 1925.....	37,499	37						
	474,271,512	05	138,789	97	2,586,230	21	442,191,685	42
							391,866,392	09

	\$	cts.
Total amount of Capital Expenditure.....	474,271,512	05
Cost of Quebec bridge to March 31, 1925.....	21,706,664	49
Miscellaneous expenditure in 1914.....	18,000	00
	495,996	176 54
Less amount received from the City of St. John, N.B., as purchase price of Carleton Branch Railway.....	40,000	00
	495,956,176	54

\*Under authority of Item 341, Chapter 54, 1921, the receipts and revenues of the Canadian Government Railways were from, Jan. 1, 1921, applied by the management towards payment of working expenditures.

- a. Expenditures of North Railway included.
- b. Amount of \$2,000.00 transferred from Capital.

## II.—STATEMENT showing Subsidies paid March 31, 1925

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922	Total
Authority	Amount				
47 Vic., chap. 8	51,200 00	1	Albert Southern Railway, N.B.....	50,460 00	50,460 00
52 " 3	—	2	Alberta Central Railway, Alta.....	404,480 00	404,480 00
3-4 Geo. V, chap. 46	—	3	Algoma Central and Hudson Bay Ry., Ont.....	2,048,704 00	2,048,704 00
62-3 Vic., chap. 7	—	4	Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario.....	547,648 00	547,648 00
63-4 " 8	—	5	Atlantic and Lake Superior Ry., Quebec.....	163,418 19	163,418 19
1 Ed. VII, chap. 7	—	6	Atlantic and Northwestern Railway.....	3,732,000 00	3,732,000 00
9-10 " 51	—	7	Atlantic, Quebec and Western Ry. Co., Quebec...	902,800 00	902,800 00
1 " 7	—	8	Baie des Chaleurs Railway, Quebec.....	620,000 00	620,000 00
37 Vic., chap. 14	186,500 annually for 20 years...	9	Bay of Quinte Railway, Ontario, now Canadian National Ry.....	141,722 45	141,722 45
6 Ed. VII, chap. 43	—	10	Beauharnois Junction Railway, Quebec.....	62,400 00	62,400 00
9-10 " 51	—	11	Belleville and North Hastings Railway, Ontario...	21,888 00	21,888 00
46 Vic., chap. 25	320,000 00	12	Brantford, Waterloo and Lake Erie Ry., Ontario..	57,600 00	57,600 00
47 " 8	300,000 00	13	Brockville, Westport and Sault Ste. Marie Railway, Ontario, now Canadian National Ry.....	140,800 00	140,800 00
52 " 3	—	14	Bruce Mines and Algoma Railway, Ontario.....	53,920 00	53,920 00
50-1 Vic., chap. 27	62,400 00	15	Buctouche and Moncton Railway, New Brunswick.	101,600 00	101,600 00
56 " 4	—	16	Canada Atlantic Railway, Ontario.....	282,355 20	282,355 20
48-9 " 54	22,400 00	16½	Central Canada Ry., Alberta.....	175,000 00	175,000 00
49 " 19	—	17	Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry.....	374,839 84	374,839 84
50-1 " 24	57,600 00	18	Canada and Gulf Terminal Ry. Co.....	210,053 59	210,053 59
51-8 " 4	128,000 00	19	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec.....	1,265,357 14	1,265,357 14
48-9 " 59	—	20	Canadian Northern Alberta Ry. Co., Alberta.....	3,120,000 00	3,120,000 00
49 " 10	96,000 00	21	Canadian Northern Ontario Ry. Co.....	14,485,635 20	14,485,635 20
49 " 10	38,400 00	22	Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories.....	1,909,132 00	1,909,132 00
50-1 " 24	180,000 00	23	Canadian Northern Pacific Ry. Co., British Columbia.....	5,987,520 00	5,987,520 00
App. Act. 2, 1918	175,000 00	24	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec.....	391,819 75	391,819 75
47 " 8	128,000 00	25	Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass).....	3,404,720 00	3,404,720 00
48-9 " 59	19,200 00	26	Canadian Pacific Ry. Co. (Dymont Branch).....	22,336 00	22,336 00
49 " 10	32,000 00	27	Canadian Pacific Ry., Bridge at Edmonton, Alberta.....	126,000 00	126,000 00
48-9 " 59	24,439 84	28	Canadian Pacific Ry., Gimli to Icelandic River Bridge.....	80,032 00	80,032 00
51 " 3	140,800 00	29	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch).....	153,866 00	153,866 00
57-8 " 4	35,200 00	30	Can. Pac. Ry. Co., Moosejaw northwesterly.....	485,474 27	485,474 27
62-3 " 7	—	31	Can. Pac. Ry. Co., Bridge at Outlook.....	115,000 00	115,000 00
47 Vic., chap. 8	32,000 00	32	Can. Pac. Ry. Co. (Pheasant Hills Branch).....	435,200 00	435,200 00
49 " 10	57,600 00	33	Can. Pac. Ry. Co. (Pipestone Branch).....	160,000 00	160,000 00
52 " 3	22,400 00	34	Can. Pac. Ry. Co. (Revelstoke to Arrow Lake).....	80,000 00	80,000 00
53 " 2	48,000 00	35	Can. Pac. Ry. Co. (Selkirk Branch).....	83,200 00	83,200 00
56 " 2	47,000 00	36	Can. Pac. Ry. Co. (Staynerville Branch).....	13,024 00	13,024 00
57-8 " 4	70,400 00	37	Can. Pac. Ry. Co. Teulon to Icelandic River.....	112,000 00	112,000 00
7-8 Ed. VII, c. 63	—	38	Can. Pac. Ry. Co. (Waskada Branch).....	64,000 00	64,000 00
2 Geo. V, chap. 7	—	39	Can. Pac. Ry., Winnipeg to Gimli, Man.....	34,522 43	34,522 43
3-4 " 10	—	40	Canadian Pacific Extension.....	1,500,000 00	1,500,000 00
6-7 Ed. VII, c. 40	—	41	Cap de la Madeleine Railway, Quebec.....	7,424 00	7,424 00
7-8 " "	—	42	Cape Breton Extension Railway, Nova Scotia.....	196,800 00	196,800 00
2 Geo. V, chap. 9	—	43	Caraquet Railway, New Brunswick.....	224,000 00	224,000 00
60-61 Vic., chap. 5	3,630,000 00				
2 Geo. V, chap. 48	—				
3-4 " 46	—				
1 " 1	—				
7-8 Ed. VII, c. 63	—				
2 Geo. V, chap. 48	—				
55-6 Vic., chap. 5	80,000 00				
4 Edw. VII, chap. 34	—				
6 " 43	—				
7-8 Ed. VII, c. 63	—				
48-9 Vic. chap. 58	1,500,000 00				
57-8 " 4	9,000 00				
46 Vic., chap. 25	115,200 00				
47 " 8	76,800 00				
50-1 " 24	32,000 00				

II.—STATEMENT showing Subsidies paid to March 31, 1925—Continued

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922		Total
Authority	Amount			\$	cts.	
47 " Vic., chap. 8		44	Central Railway, New Brunswick.....	226,012	54	226,012 54
51 " " 3						
52 " " 3	83,612 00					
53 " " 2	142,400 00					
57-8 " " 4	48,000 00					
61 " " 1		45	Central Railway of Canada, Quebec, now Canadian National Ry.....	30,145	02	30,145 02
62-3 " " 3						
2 Ed. VII, chap. 48	—	46	Canada Central Railway.....	1,525,250	00	1,525,250 00
46 Vic., chap. 2	1,525,250 00					
7 " " 8		47	Central Ontario Railway Co., Ontario, now Canadian National Ry.....	205,862	79	205,862 79
6-7 Ed. VII, c. 40	—					
—	—	48	Coast Line of Nova Scotia (Halifax and Yarmouth Ry.), now Canadian National Ry.....	160,000	00	160,000 00
6 Ed. VII, chap. 43	—					
53 Vic., chap. 2	112,000 00	49	Colchester Coal and Railway Co., Nova Scotia...	12,800	00	12,800 00
50-1 " " 24	44,800 00					
52 " " 3		50	Columbia and Kootenay Ry. Co., B.C.....	88,800	00	88,800 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	51	Cornwallis Valley Railway Co., Nova Scotia.....	44,800	00	44,800 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	52	Cumberland Railway and Coal Co., Nova Scotia..	39,850	00	39,850 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	53	Dominion Coal Co., Nova Scotia.....	87,808	00	87,808 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	54	Dominion Lime Co., Quebec.....	15,360	00	15,360 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	55	Drummond County Railway, Quebec.....	423,936	00	423,936 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	56	East Richelieu Valley Railway Co., Quebec (Quebec, Montreal and Southern Ry.).....	69,952	00	69,952 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	57	Edmonton, Dunvegan and British Columbia Railway, Alberta.....	338,382	48	338,382 48
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	58	Edmonton, Yukon and Pacific Railway Co., Alberta, now Canadian National Ry.....	91,200	00	91,200 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	59	Elgin, Petitecodiac and Havelock Railway, N.B....	82,652	82	82,652 82
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	60	Erie and Huron Railway, Ontario.....	96,000	00	96,000 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	61	Esquimalt and Nanaimo Railway, British Columbia.....	1,520,560	00	1,520,560 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	62	Fredericton and Grand Lake Railway Co., New Brunswick.....	216,576	00	216,576 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	63	Fredericton and St. Mary's Ry. Bridge Co., New Brunswick.....	30,000	00	30,000 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	64	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec.....	500,000	00	500,000 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	65	Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario.....	39,744	00	39,744 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	66	Grand Trunk Pacific Ry. Co.....	1,220,480	00	1,220,480 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	67	Great Eastern Railway, Quebec.....	40,345	00	40,345 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	68	Guelph Junction Railway, Ontario.....	46,000	00	46,000 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	69	Gulf Shore Railway Company, New Brunswick...	53,699	20	53,699 20
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	69½	Ha-Ha-Bay Railway Co., Quebec.....	231,462	00	231,462 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	70	Halifax and Southwestern Railway Co., Nova Scotia, now Canadian National Ry.....	1,238,450	93	1,238,450 93
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	71	Harvey Branch Railway Co., New Brunswick...	5,553	57	5,553 57
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	72	Hereford Railway, Quebec.....	155,200	00	155,200 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	73	International Railway, Quebec.....	156,800	00	156,800 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	74	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co.....	726,080	00	726,080 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	75	Inverness Railway and Coal Co.....	368,545	97	368,545 97
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	76	Ironclad, Bancroft and Ottawa Railway, Ontario, now Canadian National Ry.....	144,000	00	144,000 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	77	Joggins Railway, Nova Scotia.....	37,500	00	37,500 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	78	Kettle Valley Ry., British Columbia.....	2,174,190	72	2,174,190 72
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	79	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario, now Canadian National Ry.....	208,732	80	208,732 80
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	80	Kingston and Pembroke Ry., Ontario.....	48,000	00	48,000 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	81	Klondike Mines Railway.....	197,184	00	197,184 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	82	Kootenay Central Ry. Co., British Columbia....	1,065,856	00	1,065,856 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	83	Lake Erie and Detroit River Railway, Ontario..	475,851	00	475,851 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	84	Lake Erie and Northern Ry. Co., Ontario.....	320,192	00	320,192 00
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00	85	Lake Temiscamigue Colonization Ry., Quebec....	310,335	95	310,335 95
50-1 " " 24	44,800 00					
50-1 " " 24	44,800 00					

## II.—STATEMENT showing Subsidies paid to March 31, 1925—Continued

Subsidies Voted		Number	Railways	July 1, 1883,	Total
Authority	Amount			to March 31, 1922	
	\$ cts.			\$ cts.	\$ cts.
49 Vic., chap. 10	11,200 00	86	L'Assomption Railway, Quebec.....	11,200 00	11,200 00
50-1 " 24	217,600 00	87	Laurentian Railway, now Canadian National Ry..	217,600 00	217,600 00
48-9 " 50	44,800 00	88	Leamington and St. Clair Ry., Ontario.....	51,200 00	51,200 00
50-1 " 24	6,400 00				
6-7 Ed. VII, c. 40	—	89	Liverpool and Milton Ry., now Canadian National Ry.....	32,000 00	32,000 00
45 Vic., chap. 14	—	90	Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario	185,173 06	185,173 06
55-6 Vic., chap., 5	48,000 00	91	Lotbinière and Megantic Railway, Quebec.....	96,000 00	96,000 00
57-8 " 4	48,000 00				
7-8 Ed. VII, c. 63	—	92	Maganetawan River Railway Co., Ontario.....	3,552 00	3,552 00
—	—	93	Maritime Coal and Railway Co., Quebec.....	3,200 00	3,200 00
—	—	94	Massawippi Valley Railway Co., Quebec.....	5,376 00	5,376 00
—	—	95	Midland Railway Co., Nova Scotia.....	339,060 40	399,060 40
—	—	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now Canadian National Ry.....	125,760 00	125,760 00
3 Ed. VII, chap. 57	—	97	Minudie Coal Co., Nova Scotia.....	18,544 00	18,544 00
56 Vic., chap. 2	67,200 00				
57-8 " 4	38,400 00	98	Montfort Colonization Railway, Quebec, now Canadian National Ry.....	167,440 00	167,440 00
60-1 " 4	66,000 00				
48-9 " 59	30,000 00	99	Montreal and Champlain Junction Railway, Quebec	103,600 00	103,600 00
50-1 " 24	64,000 00				
51 " 3	9,600 00				
49 " 10	32,000 00	100	Montreal and Lake Maskinongé Railway, Quebec.	41,280 00	41,280 00
53 " 2	10,200 00				
50-1 " 24	—	101	Montreal and Ottawa Railway, Ontario.....	192,000 00	192,000 00
53 " 2	192,000 00				
54-5 " 8	—	102	Montreal and Province Line Railway, Quebec.....	58,560 00	58,560 00
57-8 " 4	—	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.).....	93,757 57	93,757 57
1 Ed. VII, chap. 7	—				
48-9 " 59	72,000 00	104	Montreal and Western Railway, Quebec.....	361,270 00	361,270 00
53 " 2	40,000 00	105	Nakusp and Slocan Railway, British Columbia...	117,760 00	117,760 00
53 Vic., chap. 2	361,270 00	106	Napierville Junction Railway Co., Quebec.....	173,440 00	173,440 00
57-8 " 4	121,600 00	107	New Brunswick Coal and Railway Co., New Brunswick.....	48,000 00	48,000 00
Ed. VII, chap. 43	—	108	New Brunswick and Prince Edward Island Railway	113,440 00	113,440 00
48-9 Vic., chap. 59	118,400 00	109	New Glasgow Iron, Coal and Railway Co., Nova Scotia.....	39,840 00	39,840 00
55-6 " 5	40,000 00	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., Quebec.....	27,616 00	27,616 00
7-8 " 63	—	112	Northern Colonization Railway Co., Quebec.....	355,200 00	355,200 00
—	—	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick.....	108,160 00	108,160 00
2 Geo. V, chap. 47	—	114	Northern and Pacific Junction Railway, Ontario...	1,320,000 00	1,320,000 00
3-4 " 46	—				
46 " 26	660,000 00	115	Nova Scotia Central Railway Co., Nova Scotia, now Canadian National Ry.....	235,200 00	235,200 00
53 " 2	660,000 00	116	Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. and Mining Co.) now Canadian National Ry.....	30,720 00	30,720 00
55-6 " 5	240,000 00	117	Orford Mountain Railway Company, Quebec.....	202,926 50	202,926 50
61 " 2	32,000 00	118	Oshawa Railway and Navigation Co., Ontario.....	22,400 00	22,400 00
56 " 2	—	119	Ottawa, Arnprior and Parry Sound Ry., Ontario...	779,712 00	779,712 00
53 Geo. V, chap 2	99,200 00	120	Ottawa and New York Railway Company, Ontario	262,384 00	262,384 00
3 Ed. VII, chap. 2	—				
56 " 2	22,400 00	121	Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20	414,931 20
55-6 " 5	—	122	Parry Sound and Colonization Railway, Ontario..	152,800 00	152,800 00
52 Vic., chap. 3	320,000 00				
57-8 " 6	64,000 00				
60-1 " 4	—	123	Pembroke Southern Railway, Ontario.....	64,000 00	64,000 00
52 " 3	128,000 00	124	Phillipsburg Junction Ry. Quarry Co., Quebec.....	23,712 00	23,712 00
57-8 " 4	64,000 00				
—	—	125	Pontiac Pacific Junction Railway, Quebec.....	193,578 00	193,578 00
55-6 Vic. chap. 5	—	126	Pontiac Pacific and Ottawa and Gatineau Ry. Co (Interprovincial Bridge over Ottawa River)...	212,500 00	212,500 00
47 " 8	272,000 00	127	Pontiac and Renfrew Railway, Ontario.....	13,600 00	13,600 00
51 " 3	41,000 00	128	Port Arthur, Duluth and Western Ry., Ontario now Canadian National Ry.....	271,200 00	271,200 00
53 " 2	—	129	Quebec Bridge Co., Quebec.....	374,353 33	374,353 33
60-1 " 4	212,500 00				
63-4 " 2	—				
52 " 3	19,200 00				
51 " 3	287,200 00				
53 " 2	—				
62-3 " 7	1,000,000 00				
63-4 " 8	—				
47 " 8	60,342 00				
51 " 3	—	130	Quebec Central Ry., Quebec.....	585,038 90	585,038 90
53 " 2	288,000 00				
7-8 Ed. VII, c. 63	—				

II.—STATEMENT showing Subsidies paid to March 31, 1925—Concluded

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922		Total
Authority	Amount			\$	cts.	
45 Vic., chap. 14	384,000 00	131	Quebec and Lake St. John Railway, Quebec, now Canadian National Ry.....	1,261,463	50	1,261,463 50
46 " 25	80,000 00					
48-49 " 59	96,000 00					
49 " 10	186,295 00					
50-1 " 24	28,800 00					
51 " 3	96,000 00					
52 " 3	64,000 00					
53 " 2	40,000 00					
54-5 " 8	5,250 00					
57-8 " 4	44,800 00					
52 Vic., chap. 3	96,000 00	132	Quebec, Montmorency and Charlevoix Railway Co., Quebec.....	96,000	00	96,000 00
56 " 3	—	132½	Quebec, Montreal and Southern Railway Co.—See South Shore Ry., Quebec.	—	—	—
7-8 Ed. VII, c. 51	—	133	Quebec and Saguenay Railway Co., Quebec.....	248,801	28	248,801 28
52 Vic., chap. 3	162,200 00	134	Schomberg and Aurora Railway Co., Ontario.....	46,144	00	46,144 00
2 Geo. V, chap. 48	—	135	Shuswap and Okanagan Railway, British Columbia	163,200	00	163,200 00
50-1 Vic., chap. 24	54,400 00	136	Southampton Railway Co., New Brunswick.....	81,280	00	81,280 00
7-8 Ed. VII, c. 63	—	137	South Norfolk Railway, Ontario.....	54,400	00	54,400 00
50-1 Vic., chap. 24	138,300 00	138	South Shore Railway (Quebec, Montreal and Southern), Quebec.....	529,442	00	529,442 00
55-6 " 5	108,000 00	139	St. Catharines and Niagara Central Railway, Ontario.....	38,400	00	38,400 00
57-8 " 4	108,800 00					
52 " 3	375,000 00	140	St. Clair Frontier Tunnel Co., Ontario.....	375,000	00	375,000 00
2 Geo., V, chap. 48	—	141	St. John and Quebec Railway Co., New Brunswick	1,005,902	42	1,005,902 42
53 Vic., chap. 2	57,600 00	142	St. Lawrence and Adirondack Railway, Quebec....	149,481	60	149,481 60
55-6 " 5	25,024 00					
60-61 " 4	—	143	St. Louis and Richibucto Railway, New Brunswick	22,400	00	22,400 00
47 " 8	—	144	St. Mary River Railway Co., Northwest Territories.....	148,094	00	148,094 00
7-8 Ed. VII, c. 63	—	145	St. Mary's and Western Ontario Railway Co., Ontario.....	67,709	00	67,709 00
7-8 " 63	—	146	St. Maurice Valley Railway Co., Three Rivers to Grand'Mère, Quebec.....	173,120	00	173,120 00
56 Vic., chap. 2	—	146½	St. Stephen and Milltown Railway, New Brunswick.....	14,848	00	14,848 00
3-4 Geo. V, chap. 53	—	147	Temiskaming and Northern Ontario Railway Co., Ontario.....	2,134,080	00	2,134,080 00
45 Vic., chap. 14	240,000 00	148	Témiscouata Railway, New Brunswick and Quebec	645,950	00	645,950 00
48-9 " 58	258,000 00					
51 " 3	100,000 00					
53 " 2	51,200 00					
7-8 Ed. VII, c. 63	—	149	Thessalon and Northern Railway Co., Ontario.....	6,112	00	6,112 00
52 Vic., chap. 3	54,400 00	150	Thousand Islands Railway, Ontario.....	29,840	00	29,840 00
63-4 " 8	—	151	Tilsonburg, Lake Erie and Pacific Railway, Ontario	150,071	48	150,071 48
55-6 " 5	—					
57-8 " 4	—					
60-1 " 4	—					
62-63 " 7	—					
54-5 " 8	89,600 00					
53 " 2	35,200 00					
55-6 " 5	9,600 00	152	Tobique Valley Railway, New Brunswick.....	134,016	00	134,016 00
59 " 10	16,000 00	153	Toronto, Grey and Bruce Railway, Ontario.....	14,656	00	14,656 00
56 " 2	102,400 00	154	United Counties Railway Co., Quebec (Quebec, Montreal and Southern).....	188,816	00	188,816 00
57-8 " 4	102,400 00	155	Vancouver and Lulu Island Railway Co., British Columbia.....	61,760	00	61,760 00
7-8 Ed. VII, c. 34	—	156	Waterloo Junction Railway, Ontario.....	32,800	00	32,800 00
53 Vic., chap. 2	35,200 00	157	West Ontario Pacific Railway and Ontario and Quebec Railway.....	256,000	00	256,000 00
49 " 10	256,000 00					
53 " 2	—	158	York and Carleton Railway, New Brunswick.....	32,896	00	32,896 00
62-3 " 7	—					
47 " 8	2,394,000 00	159	Provincial Govt. of Quebec—Quebec-Montreal....	2,394,000	00	2,394,000 00
Total.....				78,785,471	09	78,785,471 09

†This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount of \$660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account.

Agreement with Public Accounts 1923-24 as follows:—

Above statement shows.....	\$	cts.
Total as per Public Accounts.....	78,785,471	09
Difference.....	76,115,221	09
	<hr/>	
	2,670,250	00

Difference is located as follows:—

Public Accounts Statement does not include, in Subsidy Account

(a) Item 40 (part).....	\$	cts.
(b) Item 46.....	970,000	00
(c) Item 16½.....	1,525,250	00
	175,000	00
	<hr/>	
	2,670,250	00

## REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF RAILWAY AND CANALS.

SIR,—I have the honour to submit my annual report for the fiscal year ending March 31, 1925.

The canal system of Canada comprises a series of canals and canalized waters by which a total waterway of 1,831 miles has been opened to navigation. These canals may be considered under two main classes: the through St. Lawrence and Great Lakes route and the subsidiary canals or branches. By the former, communication with seaports is made possible for the large vessels which navigate the Great Lakes. The latter or branch system of canals serves for the most part the requirements of a merely local traffic.

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-nine locks and 1,140 miles of river and lake waters, or a total of 1,214 miles. The minimum depth of water on this route, at normal low water level, is 14 feet. From Montreal to Duluth, at the southwest end of lake Superior, the total distance is 1,337 miles, and to Chicago 1,244 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 National Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now operated by the Canadian National Railways.

Of the minor or branch systems the Ottawa river, Rideau, Murray and Trent canals, while geographically branches of the main route, attend, as already noted, chiefly to the needs of local traffic. Isolated from the systems just mentioned are the Richelieu river canals consisting of the St. Ours lock and Chambly canal, by which a waterway for vessels of light draught is opened between Sorel on the St. Lawrence river and lake Champlain, and the St. Peter's canal in the extreme East, which provides communication between the Bras d'Or lakes of Cape Breton island and the Atlantic ocean.

A full statement of the various canals and canalized waters now in operation, with their mileage, limiting dimensions, etc., is the subject of a separate departmental publication, "The Canals of Canada." A summary of this data is, however, appended to this report.

In the detailed report which follows, the various canal systems, etc., are taken up in the following order:—

1. The present St. Lawrence and Great Lakes route between Montreal and lake Superior;
2. The route from Montreal to Kingston via the Ottawa and Rideau rivers;
3. The navigation of the Richelieu river from its junction with the St. Lawrence to lake Champlain;
4. The route from lake Ontario to Georgian bay via the Trent river, etc.;
5. The St. Peter's canal across the isthmus at the southerly end of Cape Breton island;
6. Miscellaneous works.

## 1. ST LAWRENCE AND GREAT LAKES ROUTE

## (a) LACHINE CANAL

This canal, which lies across the southeasterly portion of the island of Montreal, overcomes the difference in level between the harbour of Montreal and lake St. Louis caused by the Lachine rapids. It is  $8\frac{1}{2}$  miles long and has five locks with a minimum depth, at normal low water level, of 14 feet.

The canal was opened to navigation April 21 and closed December 13. Traffic was subject to but one interruption which occurred November 16 when basin No. 2 had to be partially unwatered for a period of sixteen hours to allow of the removal of the hull and cargo of the steamer *Maisonneuve* which after burning had sunk forming an obstacle to navigation.

The principal items in construction, improvements and repairs effected during the year were as follows: A new gate lifter 65 feet long by 35 feet wide, 6 feet 6 inches high with steel hull having a capacity of 60 tons was constructed for use on the canal. All work on the repairs to the Rockfield bascule bridge and the construction of concrete counter-weights was fully completed in May last, since which time this bridge has been in satisfactory operation. Just prior to the opening of navigation, the entrance to north lock No. 3 became obstructed by the partial collapse of the stone facing of the pivot pier of the St. Gabriel bridge. The canal at this point was thoroughly cleaned up and repairs were later made to the pier. The roof and trusses of flour shed No. 1 were rebuilt and flour shed No. 2, destroyed by fire in November last, was entirely rebuilt. A saw and planer mill, fully equipped with all necessary machinery, was erected. A 5-ton derrick was constructed and installed with hoisting engine on a flat scow. In the Mill Street yard a 10-ton Fairbanks scale was installed. At north and south locks Nos. 1 and 2 sixteen direct current motors were replaced by alternating current motors to make possible the use of one form of current only for power purposes on the canal. In addition to the foregoing, smaller repairs have received the customary attention such as the pointing of masonry and resetting of coping stones, repairs to and renewal of lock gates, reflooring of bridges, repairs to buildings, machinery, transmission lines, roadways etc.

The dredging fleet, consisting of tug *Dandy*, dipper dredge No. 2, floating clam derrick No. 2, ten scows, one house boat and six row boats underwent the usual repairs while in dry dock at Montreal. Two new flat scows were constructed during the winter. Clam derrick No. 2 was employed last season in cleaning up the canal bottom above and below the Canadian Pacific Railway bridge at Rockfield, and in similar work at several other points on the canal.

## (b) SOULANGES CANAL

The entrance to this canal lies 16 miles west of the upper end of the Lachine Canal. It is 14 miles in length, has five locks, with a minimum depth of 15 feet, and extends from Cascades Point to Coteau Landing, overcoming the Cascades, Cedars and Coteau rapids.

The canal was opened to navigation April 23 and closed December 12, being in operation throughout the entire season without serious accidents or delay to traffic.

The resurfacing in asphalted macadam of 14 miles of roadway along the northerly side of the canal between Cascades Point and Coteau Landing, which had been completed in the previous fiscal year with the exception of a little over two miles at the lower end was, during the past season, fully completed. Outside the new carpenter shop at Cascades Point, a travelling crane was erected for the handling of heavy timber required in lock gate construction. A complete set of gates for one lock was constructed, the intention being to gradually renew all gates on the canal which have been in continuous service since its completion in 1900. Among the smaller repairs and improvements carried out on this

canal may be mentioned the renewal of the floors of bridges Nos. 2 and 4 and the scraping and painting of four other bridges; the renewal of  $3\frac{1}{2}$  miles of fencing; the renewal of 5 miles of wiring on power transmission and telephone lines; the re-inforcing with clay and stone of the south canal bank at Clement's gully; the repointing of masonry joints; renewals of and repairs to lock gates; the painting of various buildings, mooring and other posts etc., and the thorough going over and keeping in repair of all lock gate and other machinery.

Of the floating plant equipment the tug *Carillon* was overhauled and painted and lesser repairs made to several flat scows. Dipper dredge No. 2 was employed for a time at Cascades Point preparing foundation for slip and ways opposite to the new carpenter shop.

### (c) CORNWALL CANAL

This canal, which lies at the westerly end of a navigable stretch of water which extends for 31 miles from the head of the Soulanges canal, is  $11\frac{1}{4}$  miles long with six locks and a minimum depth of 14 feet. It surmounts the Long Sault rapids.

Navigation opened April 22 and closed December 14. Traffic in the canal was not impeded through serious accident or other cause during the entire season. A few minor accidents however occurred, chief among which may be mentioned the colliding of the steamer *Glenburnie*, of the Great Lakes Transportation Company, with the swing bridge and rest pier at Mille Roches, causing damage to both the span and the pier and considerable delay to highway traffic.

Of repairs and improvements effected or in progress during the year the following may be noted: under contract with Fallon Brothers of Cornwall, work has been commenced on the raising of banks, roads and lock walls along the canal to a height of from 18 inches to 2 feet above their present level as a measure of safety against the possible recurrence of extreme high water, a probable result of the construction of a submerged weir in the south Sault channel of the St. Lawrence river by the St. Lawrence Power Company. This work, which is to be financed by the Power Company and carried out under the supervision of this department, only recently begun, will, it is expected, be completed by the end of the present calendar year. The upper end of the north entrance wall to the guard gates above Lock 20 was reinforced by the laying behind it of a block of concrete about 15 feet square and 9 feet deep (approximately 150 tons in weight). This work was considered necessary as a protection against further displacement of the wall from the blows frequently received from large vessels. The coping of the southeast retaining wall at lock No. 18 was reset along a length of 575 feet, as also the coping of the rest pier at Mille Roches, damaged by the steamer *Glenburnie*. The mechanism of the swing bridge at this point, damaged from the same cause, was also completely gone over and repaired. At the Cornwall repair shops, a concrete garage with accomodation for two trucks was constructed. Early in the season a new service vessel, the *W. A. Bowden*, to replace the worn out vessel *Alert*, was launched at Cornwall. The fitting up of this vessel was carried out during the past year and she will be in commission early in the coming season. The usual repairs to floating plant were attended to, roads were kept in good condition, stone protection along canal banks was relaid where necessary, buildings repaired, etc.

### (d) FARRAN'S POINT CANAL

This canal, together with the Rapide Plat and Galops canals which succeed it, form the group known as the "Williamsburg Canals." The length of the Farran's Point canal is  $1\frac{1}{4}$  miles. It has one lock and is situated 5 miles west of the Cornwall canal.

The navigation season opened April 22 and closed December 14.

Small repairs only were found necessary on this canal. These included the placing of stone protection on sides of canal prism and repairs to the middle gates of lock No. 22 which had been damaged by a collision in the previous season.

(e) RAPIDE PLAT CANAL

This canal extends from the town of Morrisburg to Flagg's bay, a distance of  $3\frac{2}{3}$  miles. It has two locks.

The navigation season extended from April 22 to December 14. Water conditions were unusually favourable and practically all vessels were able to run the rapids until the last week of September after which about 62 per cent of the traffic was obliged to use the canal on the down trip.

The improvement of the upper entrance to this canal, under contract with the A. W. Robertson Co., Ltd., begun in September 1923, was continued throughout the navigation season. About 62 per cent of the entire undertaking had been completed when work ceased in December last. About 40,000 cubic yards of dredging remains yet to be done.

Among the smaller improvements carried out may be noted the replacement in concrete of the temporary timber dam across the upper entrance to the old headrace north of lock No. 23 at Morrisburg, the rebuilding of the ships' ways in the Morrisburg repair yard and the installation of a new 100-gallon gasoline tank at the same point, the removal to a new and more suitable site of the Morrisburg Custom House and the replacement by reinforced concrete poles of the wooden electric light poles on both sides of lock No. 23.

(f) GALOPS CANAL

Situated about  $4\frac{1}{2}$  miles west of the Rapide Plat canal, the Galops canal extends from the village of Iroquois to a point about  $1\frac{1}{2}$  miles beyond the town of Cardinal, a distance of  $7\frac{1}{3}$  miles. It surmounts the last series of rapids met with between Montreal and lake Ontario and has three locks, a lift lock at the easterly entrance, a guard lock at the upper entrance and a lift lock beside the guard lock for overcoming the Galops rapids only.

This canal was opened for navigation April 22 and closed December 14.

Improvements of a minor character only were carried out during the year among which were the fabrication at the Cornwall shops and installation of a new main steel shaft and pinion and new couplings in the swing bridge at Cardinal, complete repairs to the driveway bridge over old lock No. 26 at Cardinal, repairs to the main highway along the north side of the canal over a distance of  $1\frac{1}{4}$  miles, removal of and repairs to lock gates, the relaying of stone protection along the canal banks and other necessary works.

(g) WELLAND CANAL

This canal, which overcomes the falls of Niagara, lies between Port Dalhousie on lake Ontario and Port Colborne on lake Erie. It is  $26\frac{3}{4}$  miles long, has twenty-six locks and, under usual water conditions, provides, like the St. Lawrence system of canals, 14 feet of water on lock sills. It is of interest to note that on November 29, 1924 a cairn and tablet, erected by the Historic Sites and Monuments Board, commemorating the centenary of the turning of the first sod in the construction of the original canal, was unveiled near the Allanburg bridge on the westerly side of the present canal.

Navigation in the past fiscal year opened April 16 and closed December 13.

An increase in traffic was observed amounting to over 12 per cent above that of the previous year. A total of 5,361 vessels passed entirely through the canal, the upbound and downbound passages being nearly balanced. In addition to the foregoing 166 trips were made by vessels to intermediate points on the canal. The largest downbound through cargo was 93,700 bushels of wheat or

2,811 tons; the largest upbound cargo 2,650 tons of pulpwood. The increase in total freight tonnage over the year before amounted to 34 per cent, the actual tonnage carried being 5,037,412, an increase of 30 per cent over the greatest previous record in the history of the canal.

Several accidents occurred during the year by which navigation was temporarily interrupted. In May the steamer *Glenfarn* upbound struck and carried out both upper gates at lock No. 11. The vessel, forced back by the rush of water, then struck the highway swing bridge immediately below materially displacing it. Traffic was as a consequence interrupted for a period of sixteen hours. On the last day of July the steamer *Norman P. Clement* while upbound struck the lower towpath gate at lock No. 22 unstepping and otherwise damaging it and delaying navigation for four and one-half hours. While the steamer *Keyport*, on the downbound trip early in November, was moored in lock No. 15 which she had just entered, her employees opened the valves of the lower gates before the upper gates had been closed. As a result the upper gates were bent over by the current through the lock chamber and one of them so damaged that a spare gate had to be installed. Traffic was held up for about twelve hours.

Of the various improvements carried out on this canal during the past year the following may be noted: At Port Dalhousie the main travelled roadway over canal property was paved in concrete from the easterly side of lock, No. 1 of the present canal to the junction of Lock and Main streets on the westerly side of lock No. 1 of the old canal and from the latter point along Main street in a northerly direction to the ferry landing. The work was carried out under contract with Roy Honsberger. Responsibility for the future maintenance of this improvement will rest with the village corporation. A new timber deck scow, fitted with a steel derrick, was completed and launched. A Stoplog dam was installed at the regulating weir at Port Dalhousie and the usual minor repairs to structures, machinery and plant received attention.

*Old Canal*—The Welland canal as originally constructed, between Port Dalhousie and Allanburg somewhat to the west of the present canal, has since the completion of the latter, been used only for power purposes. It is known as the "Old Canal".

Repairs and improvements carried out during the year included the placing of reinforced concrete and timber gate bars at locks Nos. 16 and 20 to take the place of the old wooden mitring gates at the upper end of the locks.

The wooden valve stringers at the weir of lock No. 5 were renewed in reinforced concrete, the wooden bridge over this weir being also replaced by a concrete structure. The upper gates of lock No. 1 and the lower gates of lock No. 2 were replaced by new and spare gates, the old gates having got beyond repair. The canal and raceways were unwatered at the beginning of the season as far down as the lock No. 3 reach and many very necessary repairs were made to subaqueous works and mechanism, an opportunity being at the same time afforded to various mills to make similar repairs to their equipment.

*Canal Feeder*.—This waterway, about 21 miles in length, lies between Dunnville, 5 miles above the mouth of the Grand river, and a junction with the present canal near the town of Welland, there being also a short branch between Stromness and Port Maitland at the mouth of the Grand river. Built in the first place as a source of water supply to the summit level of the original Welland canal and used also in former years for purposes of navigation, it is now merely kept in a state of repair.

The following repairs and improvements were carried out on the canal feeder during the past year. The wooden highway swing bridge crossing the feeder at Forks road was replaced by a fixed steel span with concrete floor. At Inman road, the old wooden highway bridge was replaced by a fixed concrete bridge. Between the Bolton road ditch and the feeder, a concrete drainage culvert was constructed, the township assuming responsibility for the future maintenance of this structure.

*Port Colborne Elevator.*—During the past fiscal year the government elevator received 59,489,616 bushels of grain an increase over the previous year of nearly 3 per cent. Seventy per cent of this grain was from Fort William and the remainder from United States ports.

The one-million bushel extension to the elevator, increasing its total capacity to three million bushels, which was begun in November 1923 under contract with E. G. M. Cape, was completed in September last. The installation of machinery and other equipment, not included in this contract but carried out by the department, was also completed and the new portion of the elevator received its first shipment of grain early in November.

#### (h) WELLAND SHIP CANAL

This work, which has been in progress since the latter part of the year 1913, is now well advanced. A brief summary of the general scheme involved in the undertaking will first be presented.

The proposed ship canal leaves lake Ontario at the original mouth of Ten-Mile creek, now known as Port Weller about 3 miles east of Port Dalhousie, where a harbour of entry is under construction, and follows an entirely different route from the present canal as far south as Allanburg. From here it proceeds along the line of the existing canal to a point about one mile north of the village of Humberstone, where another diversion about two and one-half miles in length is made to the east of the present waterway. The route of the present canal is then followed for the final half mile to the lake Erie entrance at Port Colborne. The total distance traversed from lake to lake will be 25 miles. The difference in level between the two lakes, 325½ feet, will be overcome by seven lift locks, most of which are now well advanced towards completion, each having a lift of 46½ feet. The locks are over 800 feet long and 80 feet wide in the clear and will provide a depth of 30 feet of water over the mitre sills. The width of the canal prism at bottom is to be 200 feet. A new breakwater, at present under construction, will be built at Port Colborne, extending 2,000 feet farther into the lake than the existing structure. At Port Weller, the lake Ontario entrance, extensive harbour works have now been nearly completed. The route of the new canal has been divided for purposes of construction into eight sections numbered in order from Port Weller southerly. All of these are now under construction with the exception of section No. 6, which it is probable will be let next season.

During the war years the progress of construction work was considerably retarded and for some time after this many delays were occasioned through labour troubles. For the past four years, however, operations have progressed satisfactorily.

Following is a brief account of the more important work carried out or still in hand on the various sections of the canal during the year just ended.

*Section No. 1*—Commencing with the harbour works of Port Weller this section extends in a southerly direction, a distance of nearly 3 miles inland, and comprises the harbour construction, prism excavation, one lock with weirs the construction of two bridges over the canal, etc.

When work on the present contract with Johnston P. Porter was commenced in September 1921, about 30 per cent of the entire undertaking still remained unfinished. Owing to the satisfactory progress made by the present contractor, work on this section is now rapidly approaching completion, only about 6 per cent of the total undertaking remaining still to be finished.

During the past year the two dredges *Delver* and *Fundy* have been employed on harbour excavation. A revision in the harbour grades calling for increased depth has added somewhat, particularly in the matter of rock excavation; to the work originally contemplated. A total of 316,760 cubic yards was removed in the season of 1924. In the construction of the dock walls the last three cribs

have now been finished and placed in position, two on the west side and one on the east. The coping on both sides of the outer entrance and on the west cribs of the inner entrance was completed, fifteen cribs on the east wall being still in this respect, unfinished. Work on the harbour embankments included the placing of upwards of 350,000 cubic yards of rock, excavated at twin locks No. 4, along the slopes, both faces of the east embankment and the inner slope of the west embankment being nearly completed and about one-third of the outer slope. The wall of the boat dock on the east side of the lower entrance to the lock has been constructed to within five feet of coping level. At lock No. 1 the back filling has been completed for the two upper entrance walls, for both lock walls and for the lower west entrance wall. The setting of the eight intake and discharge valves for this lock, ready for operating equipment, had been completed in December last. At the regulating and waste weirs, the floor slabs have all been placed except two slabs above the regulating weir. The five stoney sluices for this weir are now on hand and are to be placed immediately. A test of the efficiency of two of the three main unwatering pumps for the lock, recently carried out, proved very satisfactory, the lock being emptied in ten hours. There has since been practically no leakage into the lock through the unwatering gates from the lake Ontario level. Between June and November, two revolving shovels completed the prism excavation and drainage ditch and the trimming of the embankment slopes. The pondage area for lock No. 1 will be completed with the placing of concrete protection and the sodding of slopes during the coming season.

*Section No. 2*—The extent of this section is approximately  $4\frac{1}{2}$  miles. The work involved comprises the taking out of canal prism and construction of embankments, the building of locks Nos. 2 and 3 with entrance walls, etc., and the substructures of several highway bridges.

The work on this section is being prosecuted under the same contract as that of section No. 1. Under the original pre-war contract about 58 per cent of the entire undertaking had been completed.

All concrete work both on lock No. 2 and its regulating and waste weirs has been completed. The backfilling for both lock walls has been placed as well as that in rear of the upper entrance wall, but final settlement must be awaited before slopes can be trimmed and the work generally finished up. Carleton street, which crossed the line of the canal about one thousand feet south of the lock, has now been diverted to a temporary trestle immediately above the lock near the site of bridge No. 3 which has yet to be constructed. The excavation of the canal prism from lock No. 3 north was commenced in July and was carried through on the east side as far as the Queenston Road after which the sloping of this side was completed back to the lock. The west slope of the prism remains still to be excavated. Excavation for the lock pit was completed by the middle of July. Concrete work on the lock was also carried on for a period of over three months and a total of 136,000 cubic yards was placed, the work being advanced to within about forty per cent of completion. Work on this lock was resumed on March 23 of the present year. The east abutment of the regulating weir was completed, but further work will have to be postponed until concrete work on the east wall of the lock is more advanced. Foundation piles for the weir were driven this year. The present Welland canal crosses the new canal immediately south of lock No. 3. The prism cut south of this crossing, which had been partially excavated in previous seasons, was unwatered early last year and further excavation work proceeded with, chiefly on the east side, to within twelve hundred feet of the end of section No. 2, a total of 317,000 cubic yards being removed down to the level of the final grade. There remain about 200,000 cubic yards still to be excavated.

To summarize the work performed on this section from its commencement up to the end of the fiscal year, it may be stated that 78 per cent of the rock

excavation has been completed, 91 per cent of the earth excavation, 84.5 per cent of the work on watertight embankments and of concrete of all classes 73.5 per cent.

*Section No. 3.*—This section extends southerly from section No. 2 for a distance of about 2 miles. The work involved comprises the excavation of canal prism and lock sites, the construction of three twin locks in flight and one single lock together with masonry approach walls, a core wall for a dam, control weirs and other minor structures and the building of a large earth dam at the head of the flight locks.

Since the beginning of July, 1922, work on this section has been carried on under contract with the P. Lyall and Sons Construction Company Limited, of Montreal. During the past year work has been in progress over the whole section both in excavation and in concreting operations. Of the entire undertaking, 73 per cent is now completed. North of the site of twin locks No. 4, concrete work on which has not yet been started, grading for service tracks, amounting to over 35,000 cubic yards, was carried out. At the lock site, upwards of 400,000 cubic yards, mostly rock, was removed, being utilized for embankments at Port Weller. Concreting operations at both twin locks Nos. 5 and 6 are now well advanced. At twin locks No. 5 the east wall has been completed to coping level for about one-half its total length and for a further length of 120 feet is about three-quarters completed. The centre wall between these locks is finished to coping level for three-quarters of its length and a further length of 60 feet half completed. The west wall is complete to coping level for half its length with a further length of 240 feet half finished. Twin locks No. 6 are fully completed with the exception of a small portion of the south end comprising about 135 feet in length on the east wall, 120 feet on the centre and 65 feet on the west wall, the quantity of concrete still to be placed amounting to only 15 per cent of the whole undertaking. In the reach between the head of the three flight locks and lock No. 7 the west entrance wall was completed three years ago and also the greater part of the excavation. Last season steel sheet piling was driven for the northerly 340 feet and wing of the east entrance wall to lock No. 7 after which a small amount of excavation work was done and the wing and main wall completed to coping level for a total length of 160 feet. At lock No. 7 concrete work was carried on from May till December and is now 89 per cent completed. From the head of this lock to bridge No. 9, the crossing of the Niagara, St. Catharines and Toronto Railway, no work was performed last season. Between this crossing and the end of the section however, a total of 92,760 cubic yards of rock was removed, bringing the prism excavation of this portion of the canal to within 3 per cent of completion.

A summary of the general status of the work on this section shows that 90 per cent of the rock excavation is now finished, 72 per cent of the earth excavation, 74 per cent of the work on watertight embankments and of all classes of concrete work, 55 per cent.

*Section No. 4.*—The extent of this section is about 2 miles southerly from the end of section No. 3 or from the southerly end of the town of Thorold to the northerly end of the village of Allanburg. The work involved comprises the excavation of canal prism and for foundations of guard-gates and weir, the construction of Shriner's and Beaver Dams culverts, the construction of a new water-works reservoir for the town of Thorold, the relocation of a branch of the Canadian National Railways, and various other lesser undertakings.

This section is included with section No. 3 under the P. Lyall & Sons Construction Company's contract.

The present Welland canal crosses the line of the ship canal about three-quarters of a mile south of the head of lock No. 7. In the turning basin area, just north of the present canal, excavation operations were carried on in 1924 in conjunction with those north of this area which have already been noted under

"Section No. 3". This part of the prism is completed so far as is now permissible without encroachment on the northerly side of the Welland canal. The remainder of the work can be proceeded with when it becomes possible to flood the upper entrance of lock No. 7. The siphon culverts for Shriner's and Beaver Dams creeks were both completed last season, the former is situated at the crossing of the present canal, the latter about three-quarters of a mile farther south. On the east side of the prism, embankment was constructed for a length of 600 feet south of the guard lock site. Excavation work was carried on along the canal prism from a point one-quarter of a mile south of the Welland canal crossing to the end of Section No. 4, a distance of about  $1\frac{1}{2}$  miles, the total quantity of material removed on this stretch amounting to close on half a million cubic yards. The injunction obtained by the Pilkington Glass Company in 1923, by which the contractors had been restrained from carrying on blasting operations at the south end of the section in the vicinity of the works of this company, came to an end last August when the Glass Company ceased operations at this plant. For the remainder of the fiscal year, work on the prism in this area was actively carried on and good progress made. Owing to the filling up of Beaver Dams pond, which had previously acted as a storage basin on the east side of the canal, incidental to construction work in this vicinity, the normal flow in the creek has considerably increased. This extra flow has been much impeded by the culvert by means of which this creek is passed under the old Welland canal before discharging into Gibson's lake. As a result, areas in the creek valley have been flooded at all seasons to levels previously reached only during freshet times. To relieve this condition, it was decided to remove the old culvert making it an open waterway. Work was commenced in November, 1924, and carried on until March when flood conditions necessitated the temporary suspension of operations. The roof of the culvert has now been entirely uncovered and its removal will be taken in hand as soon as conditions permit.

*Section No. 5.*—This section is about  $3\frac{1}{4}$  miles in length extending from Allanburg to Port Robinson. The work involved comprises rock and earth excavation and dredging, the construction of the substructure of bridges at Allanburg and Port Robinson and small quantities of concrete and stone protection along the canal banks.

The work on this section has been under contract with the Canadian Dredging Company, Limited, for the past four years.

Dredging operations were continued last season at various points on the section and the entire area was swept except at bridges Nos. 11 and 12 where the prism area cannot be excavated until the present bridges are removed. The north half of the section has been found to have been taken out to its correct elevation at all points. On the south half however, excavated under the previous contract, a considerable amount of silting has taken place varying in depth at different points. It is proposed to leave the cleaning up of this area to be included in the contract for section No. 6. Sodding was carried on on both banks of the prism and this work has now been completed except at the sites of the two bridges at either end of the section. Stone protection for banks was also completed except that which will be required at the two bridges already mentioned.

*Section No. 6.*—This section lies between Port Robinson and Welland, its length being slightly over  $3\frac{1}{2}$  miles. The work to be performed will include the dredging and enlargement of the present canal prism, the diversion of the Welland river, which crosses the line of the canal at the north end of the town of Welland, by means of a large siphon culvert, the building of watertight banks, concrete protection for slopes, etc.

No work has as yet been done on this section of the canal. It is expected however that tenders for the work will be called for during the coming season.

*Section No. 7.*—This section, which is about 6 miles in length, extends from the town of Welland to the northerly limits of the village of Humberstone.

The work to be performed will include the dredging and enlargement of the prism of the existing canal to a point about one mile north of the end of the section, where the new line diverges from the old, the excavation of the new line from this point to a junction again with the present canal, the construction of five bridges, the building of retaining and dock walls at both ends of the section, slope protection works, etc.

A contract covering the work involved was let December 30, 1924, to the Canadian Dredging Company, but as yet little has been done beyond a small amount of preliminary work. This has included the erection of camps and shops, grading for a spur line from the Niagara, St. Catharines & Toronto Railway, the clearing of about 40 acres of ground and the erection of dump trestles.

*Section No. 8.*—This section which extends from the north end of the village of Humberstone to deep water in lake Erie is about 3 miles in length. The work to be performed will consist in the excavation of a new route from the north end of the section for a distance of about  $1\frac{1}{2}$  miles, the dredging and enlargement of the present canal for the remainder of the route, the construction of guard lock No. 8 with entrance walls, etc., the construction of three bridges, the erection of various harbour works and numerous other minor undertakings.

The contract for the work on this section was awarded to the A. W. Robertson Company Ltd., February 27, 1924.

Early in the month of April following, construction work was started and has since been prosecuted in a very energetic manner. By the end of November upwards of 400,000 cubic yards of earth, or about 37 per cent of the total, had been taken out on the land division. Following the stripping of the rock, drilling and blasting operations were commenced. Early in October rock excavation started and has continued ever since. A total of 311,624 cubic yards has been taken out which represents about 15 per cent of the total rock work. At the south end of the land division, trouble experienced from seepage has been overcome by the sinking of a sump to 20 feet below grade and the installation of a centrifugal pump. To permit of excavation work being carried on south of Fraser street, Port Colborne, the Canadian National Railway station and its auxiliary buildings have all been removed from their former site and a new station and other facilities erected on the west side of the present canal and direct connection made with the Buffalo division of the railway. On the harbour division of this section, work was carried on from the beginning of May to December. A considerable area was drilled and blasted after which two dredges removed upwards of 50,000 cubic yards of rock. Excavation work on the harbour represents to date about 15 per cent of the entire undertaking. Six concrete cribs for the breakwater, constructed at Port Maitland, were transported to Port Colborne by water, placed in position and filled. In money value the amount of work performed on the contract for section No. 8 now amounts to 14 per cent of the whole undertaking.

*Construction Railway.*—All tracks and structures were maintained in efficient condition throughout the year.  $4\frac{1}{2}$  miles of 65-lb. rail were replaced by 85-lb. rail resulting in a noticeable reduction in the cost of track maintenance. No delays to traffic occurred through accidents. The total traffic handled by the railway during the year amounted to 121,776 cars, this volume being about double that of the year before.

*Laboratory, etc.*—A total quantity of  $654,608\frac{3}{4}$  barrels of cement was received and accepted during the year and distributed to various parts of the canal. Tests were made of all cement, gravel, sand, crushed stone and concrete before being put into the work. Tests as to the durability of paints for various classes of work were also carefully carried out.

*Miscellaneous Contracts.*—The question of the supply of Douglas fir timber for the unwatering gates of locks Nos. 4 and 8 received careful consideration.

Efforts to secure suitable timber from British Columbia having failed, the contract for this supply was eventually placed with the Ostrander Railway & Timber Company of Ostrander, Wash. The greater part of this timber, amounting to 810,000 feet B.M., has now been delivered, the sizes of sticks varying from 31 inches by 41 inches to 31 inches by 47 inches, all in 51-foot lengths.

A contract for a pumping plant for lock No. 8, similar to that installed at lock No. 1, has been let to the John Inglis Company of Toronto. The delivery of this equipment is expected early next season.

For the operating machinery for the valves of lock No. 1, a contract has been placed with the Engineering & Machine Works of St. Catharines and an early delivery is looked for.

In addition to the foregoing, smaller contracts for the supply of other general equipment such as sluice gates, valves, structural steel, timber, plate girder spans, etc., have been entered into with various manufacturers.

*General Summary.*—For the various classes of work involved in the construction of the entire canal, the following percentages are now estimated as having been completed: rock excavation, 43 per cent; earth excavation, 48 per cent; watertight embankments, 70 per cent; concrete, 52 per cent; and reinforcing steel, 62 per cent.

#### (i) SAULT STE. MARIE CANAL

This canal provides communication between lakes Huron and Superior, surmounting by a single lock the rapids of the St. Mary's river. It is entirely within Canadian territory.

The canal was opened for traffic April 19 and closed December 15 a period of 241 days. The total registered tonnage of vessels which passed through the lock showed a decrease of 23 per cent from the figures of the year before; the freight tonnage was less by 28 per cent. For the Canadian and American canals taken together the decreases in traffic for all vessels were 16 per cent for registered tonnage and 21 per cent for freight. Traffic in Canadian vessels only through both canals showed decreases in registered and freight traffic of 8 and 13 per cent respectively.

There were no serious accidents during the entire season. Two vessels which got out of control and became grounded above the canal were again floated within a few hours.

Improvements made on the canal during the year included the renewal in concrete, for a length of 300 feet, of the top of the upper south pier, a continuation of the work of the previous season. Similar work will be gone on with during the coming summer. Repairs were also made to the upper north pier, originally constructed with a concrete top but badly broken up by continued blows from passing vessels. A length of 200 feet of the rear wall of this pier was renewed and portions along the front wall patched. A small amount of this work still remains to be completed during the coming season.

During the spring of this year soundings were taken over the whole of the Vidal shoal cut about two miles west of the lock in the vicinity of the junction of the Canadian and American west entrance channels. The American channel had been dredged and widened last summer. The soundings taken over the Canadian channel demonstrated that it was in good safe condition. At the angle of junction of the two channels a buoy is located, operated by the Canadian Department of Marine and Fisheries, which does duty for both entrances.

## 2. OTTAWA AND RIDEAU RIVERS

## (a) STE. ANNE LOCK

This canal surmounts the Ste. Anne rapids between Ile Perrot and the island of Montreal at the junction of lake St. Louis with the Ottawa river. It consists of two parallel locks, the old and the new, each with a lift of 3 feet. The old lock (now disused) has a depth of only 6 feet, but in the new lock there is 9 feet of water on the sills.

Navigation opened May 1 and closed November 30. There were no accidents or delays to traffic during this period.

No extensive repairs or improvements were found necessary but the following smaller items of work were carried out:—The roof of shed No. 5 was covered with galvanized iron and a portable forge installed in the shed. The river face of the upper wing dam was replanked for a length of 50 feet. In connection with the electric motors operating the lock gates, an underground cable 75 feet in length was laid. The inside of the Overseer's dwelling was painted as well as the wood shed connected therewith and shutters on all buildings. Rubble walls below the new lock were pointed, lockgates scraped and painted, the chamber of the new lock cleaned out and a variety of other small matters attended to.

A contribution of \$100,000 provided under Parliamentary vote, was made by the department towards the construction of the Provincial highway bridge connecting Ile Perrot with the Island of Montreal over the lower entrance to the canal, it being conceded that the existence of the canal necessitated both a longer and higher bridge with consequent increase in the cost of the structure.

## (b) CARILLON AND GRENVILLE CANALS

From the Ste. Anne lock to the foot of the Carillon canal is a navigable stretch of water 27 miles in length through the lake of Two Mountains and the Ottawa river. The Carillon canal, which is  $\frac{3}{4}$  of a mile in length with two locks giving a total lift of 16 feet, surmounts the next rise in the river level produced both by the Carillon dam at the head of the canal and the natural fall of the river below.

The Long Sault rapids, 6 miles above the Carillon canal, are surmounted by the Grenville canal,  $5\frac{3}{4}$  miles in length with five locks. Both canals provide a depth of 9 feet of water over the lock sills.

These canals were opened to navigation May 1 and closed November 30. No accidents occurred to delay traffic nor was any damage done to canal structures.

During the year the tug *Shirley* was purchased and after being put in a thorough state of repair was relaunched. No extensive improvements to the canal or its structures were found necessary. The work of general maintenance however included the stopping of two leaks at different points in the canal embankment, the placing of booms at the upper entrance, making and setting new snubbing posts, renewing gate panels at locks Nos. 1, 2 and 5, the painting of various buildings and bridges and one scow as well as repairs to roadways, fences, transmission lines, bridges, culverts, buildings, etc.

## (c) RIDEAU CANAL

This canal connects with the Ottawa river about 56 miles above the head of the Grenville canal and provides a waterway between the cities of Ottawa and Kingston. It consists of a series of natural watercourses joined by artificial cuttings, is  $126\frac{1}{4}$  miles long and has forty-seven locks with a minimum depth of 5 feet. It rises by thirty-three locks to a summit in the upper Rideau lake, from which body of water it descends to the level of lake Ontario by means of fourteen locks.

Navigation opened both at Ottawa and Kingston Mills May 1 and closed at Ottawa November 30 and at Kingston November 28.

During the past year an ample supply of water was available for the navigation of all parts of the canal.

The total number of lockages for the season was 22,997, a slight decrease from the previous year's record.

The principal repairs and improvements carried out during the year may be stated as follows:—At lock No. 3 of the Ottawa station the old masonry side walls were taken down and rebuilt in concrete blocks. A small concrete protection wall 50 feet in length was erected at the easterly approach to the swing bridge at Hogsback. The waste weir at Black Rapids, which was old and in bad repair, was taken down and rebuilt in concrete. As a means of eliminating the leakage in the south bank of the waste weir at the Long Island locks, a concrete core wall was constructed. The timber piers of the Kars bridge were rebuilt from the low water line. At Nicholson's locks extensive repairs made to the segmental retaining dam included the reinforcement of this old masonry structure by a concrete facing. A new steel highway bridge of 58 feet span was erected at Merrickville across the snye, replacing the former structure, a contract for the work being let to the Sarnia Bridge Company. Before installing the new bridge, the old abutments were widened and reinforced. The long concrete dam at this lock station was repaired along the face of the north wall and reinforced with steel protection plates. At Poonamalie a new steel and concrete floor was laid over the waste weir in the upper cut. An automatic water-gauging station was installed also at this point. At Beveridge's lock station a concrete foundation was placed under the lockmaster's house. On the Perth branch the concrete culvert, commenced last season, was completed. The old timber waste weir at "The Narrows" station was taken down and rebuilt in concrete. At Jones' Falls the abutments of the long bridge below the locks were rebuilt in concrete. At Brass's Point the old timber swing span of the bridge was taken down and replaced by a new one, the pivot pier also being rebuilt. The approaches to the swing span at lower Brewer's lock station were rebuilt and a new rest pier for the swing span installed. At Kingston Mills the lower mitre sill of the upper lock was rebuilt in concrete faced with steel. At all stations lock-gate repairs and replacements were attended to where necessary, stop logs were renewed, masonry was repointed and numerous other minor repairs received such attention as required for safe maintenance.

The floating plant equipment of this canal, consisting of the dredge *Rideau* and tugs *Agnes* and *Loretta* with several dump scows, was in constant employment throughout the season. Dredging was done along the face of the new wall at Hartwell's locks and in the channel below the lower cut at Washburn. The entire plant was thoroughly gone over and repaired while in winter quarters in the Ottawa canal basin.

### 3. RICHELIEU RIVER NAVIGATION

#### (a) ST. OURS LOCK AND DAM

At a point on the Richelieu 14 miles above the town of Sorel the level of that river has been raised 5 feet by a dam. This difference in level is overcome by the St. Ours lock. There is 7 feet of water on the upper lock sills.

The lock was opened to navigation May 1 and closed November 30.

Below the dam at the foot of the island a gate basin was excavated by dipper dredge No. 2 in which to sink spare gates for the lower end of the lock and a number of concrete blocks were made for sinking purposes. The panels of the upper gates were replaced by spare ones and the old panels placed in readiness for repairs. Four stop logs were reinforced with iron rods to form a winter bridge over the lock and numerous other lesser repairs attended to.

## (b) CHAMBLY CANAL

Between the St. Ours lock and Chambly Basin, a distance of 32 miles, the river is navigable with a depth of 7 feet. The Chambly canal, which enters at this point, is 12 miles in length and has nine locks. It surmounts all the rapids between Chambly and St. Johns, thus establishing communication with lake Champlain. The locks provide a depth of  $6\frac{1}{2}$  feet of water over sills.

The canal was opened to traffic May 1 and closed November 30 and was operated without accident or delay to navigation during the entire season.

The most important works carried out in the past year were the construction along the inside face of the guide pier at the upper entrance to the canal at St. Johns of a concrete wall 1400 feet long and 8 feet high, containing about 1200 cubic yards, and the resurfacing in water-bound macadam with earth shoulders of the highway along the west side of the canal opposite to St. Thérèse island through the Parish of St. Luc for a distance of about  $1\frac{1}{4}$  miles in completion of similar work on adjoining portions of this road which had been in progress during the past three years. Lesser works performed included the dredging of the upper entrance at St. Johns to a depth of 12 feet at the centre and 7 feet along wharves, the repairing of the wharf opposite to the canal shop and lengthening the fender piece by 250 feet, the relaying of 20 miles of riprap wall along canal banks, repairing the surface of the tow-path between lock No. 9 and bridge No. 3, the cleaning and deepening of ditches between locks Nos. 5 and 7 and bridges Nos. 4 and 5, the renewal in reinforced concrete of the breast wall and bottom and lower apron of lock No. 2 and a similar renewal of 25 feet of the wooden apron at the lower end of lock No. 6, and the usual general repairs to buildings, transmission lines, lock gates, fences and floating plant.

## 4. LAKE ONTARIO TO GEORGIAN BAY

## (a) MURRAY CANAL

This canal, which is an open waterway 80 feet in width, with 11 feet depth at low water, across the isthmus of the Prince Edward County peninsula, connecting the bay of Quinté with lake Ontario, is without locks.

Navigation opened April 15 and closed December 9. No delays, due to accident or other cause, occurred during the season.

Repairs of a minor nature only were carried out. These included the renewal of about 110 lineal feet of stone protection which had been washed out in the previous season, the relaying of 1300 lineal feet of stone protection at other points, the construction of a small outbuilding near the canal house, the regrading of a portion of the highway on the north side of the canal, and the cleaning of ditches, repairs to fencing, etc.

## (b) TRENT CANAL

The route of the Trent canal, as now in operation or under construction, lies between Trenton, on the bay of Quinté, where direct connection is made with lake Ontario, and Port Severn or Honey Harbour, on Georgian bay, from which the waters of the Great Lakes are accessible. The canal is made up of a series of lakes and rivers connected by relatively short lengths of artificial cuttings. Connection between the water levels of the various reaches is effected by locks. The through route may be briefly described as follows: Between Trenton and Rice lake the canal follows the line of the Trent river. Passing through Rice lake it enters the Otonabee river, the route of which is followed to its source in Katchiwano lake. From this lake the line of the canal passes in succession through Clear lake, Stoney lake, Lovesick lake, Buckhorn lake, Pigeon lake, Sturgeon lake and Cameron lake to the west side of Balsam lake.

From here connection is made by an artificial cutting with a small lake about two miles westward, and from the latter lake another cutting makes connection with Cranberry lake. From the south end of Cranberry lake connection is made with lake Simcoe by another artificial cutting. Passing through lake Simcoe the route of the canal continues to the Severn river, the line of which is followed to the Georgian bay outlets at Port Severn and Honey Harbour. From Trenton the canal rises to a summit at Balsam lake, the level of which is about 597 feet above that of lake Ontario. From Balsam lake to Georgian bay there is a fall of 262 feet. On the westerly portion of the route of the canal, or between lake Couchiching and Georgian bay, various works are under construction, a description of which will be found, under the subheading *Canal under Construction*, farther on in this report. When completed, the total length of the canal from lake to lake will be about 236 miles.

### *Canal in Operation*

Since the formal opening to traffic on June 3, 1918 of that portion of the canal which lies between Trenton and Rice lake, the extent of the navigable through route in operation may be stated as 203.6 miles, namely, between Trenton, on the bay of Quinté and Washago at the head of lake Couchiching. In addition to this is the Scugog branch, 35 miles in length, from Sturgeon lake to Port Perry via the Scugog river and lake, and various other navigable channels aggregating in all about 60 miles. The total extent of canal and canalized waters maintained in operation is therefore slightly under 300 miles. For purposes of operation the main route of the canal is now classified under the following divisions:—The Ontario-Rice lake division (lower section) from Trenton to a point three miles beyond Glen Ross, the Ontario-Rice lake division (upper section) from three miles beyond Glen Ross to the C.N.R. swing bridge near Hastings, the Rice lake-Bobcaygeon division from the latter point to Bobcaygeon, the Bobcaygeon-Balsam lake division from Bobcaygeon to the west side of Balsam lake, The Balsam-Simcoe division from Balsam lake to lake Simcoe and lastly the navigable route through lakes Simcoe and Couchiching to the end of deep water at the northerly end of the latter lake.

The improvement in the channel of the Otonabee river, begun in 1915, is now nearly completed. Operations in this connection were carried out during the past season by the two dredges *Fenelon* and *Auburn*, the former working at Whitefield, T.A.S. Park and Robinson's island, the latter at the lower entrance to lock No. 19, at Latimer's, Piney Plains, Stewart's, Braundport and Whitefield's. The dredge *Auburn* was also engaged in excavating a centre channel through the remains of the old railway bridge across Rice lake and in removing obstructions in the channels at Harwood and Hiawatha. At locks Nos. 4 and 13, lockmasters' dwellings were constructed. In connection with the construction of a new canal shop at Peterborough on the site heretofore occupied by the storehouse, some preliminary work was carried out. The store house and blacksmith shop were moved to new sites and the foundation wall of the new shop completed. Work on this building, which will be of one storey, 30 feet by 90 feet, will be continued this year. Below lock No. 26 at Lakefield, the work of widening and deepening the river channel for a distance of about 1100 feet was commenced, drilling and blasting operations being now practically completed. The dredging of the material will begin as soon as the spring freshet subsides. The work of constructing a new dam in concrete to replace the dilapidated wooden dam on the Gull river at Norland was commenced in August last. This undertaking is now practically completed, there being only a small amount of concrete still to place, forms to remove and the old dam to demolish. The structure consists of a central spillway flanked on either side by a log sluice and regulating sluice. At Kashagawi lake, the dam which was nearly finished in 1923, has now been completed. Repairs were also made to dams at Mississ-

auga lake, Scott's Mills and Bass lake. Of lesser improvements carried out during the year the following may be noted: At Wallace Point the river pier and superstructure of the bridge, which had been damaged by collision with the dredge *Auburn*, was repaired by the Ontario Bridge Company. Repairs were made both to the substructure and superstructure of the Burleigh Falls bridge. At Bobcaygeon the circular ballast walls of the highway swing bridge, which had become worn down, were rebuilt and reinforced at the top with angle irons. New decks or floors were laid on ten bridges and six bridges at various points were painted. Repairs were made to concrete entrance walls at locks Nos. 10, 15 and 16, and repairs to the breast wall at lock No. 27. An investigation into the cause of failure in the air supply at the Peterborough lift lock was carried out and temporary repairs were made. A concrete top was laid on the crib wharf at Dunnett's Landing and smaller repairs were made to wharves at Gore's Landing and various other points. Repairs to dams were made at locks Nos. 23, 24 and 25. Buoys were placed in Rice lake to mark the new centre channel through the old railway bridge. New lock gates for Burleigh Falls, Fenelon Falls and Young's Point were either completed or partly constructed during the year. Materials for the construction of a small concrete dam at Swamp lake were transported to the site during the winter and work on this structure will be carried on next season. The Hydro-Electric Power Commission's development adjacent to lock No. 10 was completed during the year and put into commission. Stream measurements were carried out at twenty-one different stations, thirty-five meter readings being taken and thirty-six visits made to gauges. In connection with this work new automatic gauges were installed at Pengelley's and McCracken's on Rice lake and at Glen Ross on the Trent river. The floating plant equipment of the canal was maintained in good order, important repairs being made to the vessels and tugs *Bessie Butler*, *Bob Hall*, *J.B. McColl* and *Harwood*, to the dredges *Fenelon* and *Auburn* and to scows and various other units of the plant.

During the 1924 season the number of recorded lockages on the canal was 16,353. This figure is  $6\frac{1}{2}$  per cent in excess of that of the best previous year, 1922, and  $16\frac{1}{2}$  per cent in excess of the 1923 record.

### Canal Under Construction

That portion of the Trent canal which has not yet been formally opened for operation and on which various projected works of construction are still in contemplation lies, as already noted, between Washago, at the head of lake Couchiching and Honey Harbour and Port Severn on Georgian bay. It is known as the "Severn Division" and for convenience has been divided into three sections, the Port Severn section, between Port Severn on Matchedash bay and Gloucester pool; section No. 1, from Honey Harbour to Big Chute on the Severn river; and section No. 2, extending from McDonald's chute to the head of lake Couchiching. In addition to the foregoing must be noted also the as yet incomplete canalization of the Holland river from Cook's bay, at the southerly end of lake Simcoe, to the town of Newmarket, a distance of about  $12\frac{1}{2}$  miles, known as the "Holland river division".

During the past season dredging operations were continued on the Severn division at various points between Washago and Portage bay, by the Randolph Macdonald Company. Since the enlargement of the marine railways to provide for 15-ton boats up to 65 feet in length, the improvement of the river channel at many points has become a matter of urgent necessity. There having been from year to year some uncertainty in the prospect of this work being proceeded with, the policy followed in its prosecution has been to make small improvements at all the more dangerous spots in the channel rather than to complete the work of widening and deepening at any one point. With this end in view, operations were carried on during the navigation season of 1924 at the following

points: Near Washago rock work both in drilling and dredging was performed over five areas, a water depth of 6 feet being secured. At Monahan's Point, where the Severn river enters Sparrow lake, the cut in soft material previously taken out, was considerably widened and deepened to  $7\frac{1}{2}$  feet as a precaution against silting from the river. Similar work was also done at Roehill's Point where an adequate channel  $7\frac{1}{2}$  feet in depth has now been secured. At Sparrow lake chute, formerly one of the most difficult spots on the river to navigate, the river is divided by an island into main and back channels. The former has now been made comparatively safe for vessels up to about 6 feet draught, while the latter has been sufficiently cleared and deepened to cause considerable diminution in the current of the navigation channel. About a quarter of a mile farther down, two dangerous humps of rock were discovered, one of which was removed and the other buoyed. Portage bay cut, which had not been fully completed when contract work ceased six years ago, has been considerably improved during the past three years. At the close of last season both ends of this cut had been so dredged as to provide a through channel of 6 feet draught and ample width. At the Swift Rapids concrete dam there are in all eleven sluices. Three of them are of the submerged venturi type. As noted in last year's report, two of these sluices were repaired in the summer of 1923. Last summer all three sluices were unwatered and examined. The two already repaired were found to be in perfect condition. The remaining sluice, the steel tube lining of which was also found to require attention, was repaired in a manner similar to that employed in the previous season; loose rivets were removed and holes plugged, patch plates applied where required, damaged joints electrically welded, and all voids grouted. To still further lessen the effects of intense vibration when the submerged sluices are in operation, the three vertical air pipes previously installed between the sluices and the tunnel to overcome this condition, have now all been connected with a 22-inch diameter pipe which extends along the roof of the tunnel and terminates in a vertical shaft with an outlet above the deck of the dam. At the power house at this point certain items of work, consisting in the completion of the copper cornice and the erection of a brick penthouse in place of the temporary wooden structure, which had not been carried out at the termination of the contract, were fully completed last season. A fireproof storehouse, two storeys high with a concrete foundation and floor, 24 feet by 66 feet in area, was also erected at the site of the Swift Rapids dam. This building will be used for the housing of various items of plant and construction material formerly distributed at various points. At the same site a small public lavatory was also constructed for the convenience of summer tourists. General repairs were made to the marine railways both at Swift Rapids and Big Chute. These consisted in the ballasting, lining and surfacing of tracks, timber renewals in cribs, etc. Owing to the fall in the water level of Georgian bay, which has been noticeable for some years past, navigation between Port Severn and Gloucester pool has been seriously impeded at the site of a shoal a short distance below the lock. To remedy this condition the channel at this point was, early in the 1924 season, both widened and deepened. There is now provided a depth of 7 feet 8 inches over a channel 34 feet in width. At the Narrows immediately below Big Chute work was also done in widening and deepening the channel, in completion of the previous year's undertaking. All this excavation was through granite rock. As a result of the raising of the water in Gloucester pool, certain spots on the colonization road near the head of Go Home bay had become flooded. On receipt of complaints from the Provincial Superintendent of Colonization Roads, this matter was investigated and ultimately the low spots were raised and a small wooden bridge erected connecting the road on both sides of the stream. At the outlet of Go Home Lake a small concrete dam was built, with a single stoplog sluice, as a means of controlling a considerable flow of water from the Gloucester pool level which had recently been found to exist. A motor boat hull, supplied by the Peterborough Canoe Company with com-

plete fittings and 20 H.P. Kermath engine was purchased during the year and will be used for inspection and other purposes on the Severn river.

At Holland Landing on the Holland river division, a small amount of filling was done along the back of the north wall of the lock to remove a pool of stagnant water complaints concerning which had been frequently made both by the Provincial Health Officer and local residents. In addition to this, the highway bridge over this lock and that on the 2nd Concession road of East Gwillimbury, which crosses the next lock south of Holland Landing, were re-floored.

On that portion of the canal now in regular operation, namely between Trenton and Washago, certain works have also been performed by the construction forces. At Campbellford, on the lower section of the Ontario-Rice lake division, the installation of automatic electrically operated sluice gate mechanism, under contract with the Canadian General Electric Company, was completed in July last. The sluices may now be operated either entirely by hand or electrically under hand control or automatically. Under the latter system of control a rise in the water of about six inches above allowable maximum elevation will cause the mechanism to be set in motion opening the sluice gates and closing them again when the water level has been sufficiently reduced. An electric lighting system for the highway bridge at this point was installed by the same contractors. At Young's Point, on the Rice lake-Bobcaygeon division of the canal, the new concrete dam, replacing the former timber structure, work on which has been in progress since March 1923 under contract with F. R. Wilford & Company, was completed last season. The entire structure at this point now consists of four power supply sluices of the Canada Cement Company at the westerly end and nine regulating and log sluices and dam with a concrete deflecting wall on the easterly side of the river. The first dam constructed on this site was built about the year 1830 and reconstructed in 1885. The rebuilding of lock No. 27 at Young's Point is now in contemplation. Additional land required for the new lock has already been expropriated, construction materials and machinery have been ordered and plans have been prepared. It is expected that work on the new structure will be started near the close of the coming season of navigation.

## 5. ST. PETER'S CANAL

The St. Peter's canal, which was constructed between the years 1912 and 1917, connects the Bras d'Or lakes with St. Peter's bay on the southeast coast of Cape Breton island. It consists of a tidal lock 300 feet in length and 48 feet in width and provides for a minimum depth of water on the lock sills of 18 feet.

During the past season of navigation this canal was in operation between April 23, 1924, and January 7, 1925. The total number of vessels making use of the lock was 1,783, an increase of 369, or about 26 per cent, over the record of the year before. The entire season was passed without accident or delay to navigation.

The deepening of the lake entrance to the canal, the necessity for which has for some time been apparent, was begun last August. The work, it is expected, will be completed this year. In May, 1923, a portion of the face of the cribwork, about 135 feet in length, along the west side of the lake entrance to the canal, gave way. As the whole structure was in bad repair, it was decided to renew it for its entire length of 436 feet. A contract covering the work involved was let to the Atlantic Dredging Company in March, 1924, and operations were begun the following July. The removal of the old cribwork, and the preparation of suitable foundation as well as the erection of a portion of the new structure proceeded for the remainder of the open season. Operations will be resumed this year as soon as the ice has cleared and it is expected that the work will be entirely completed by the end of September. Small repairs were carried out

as usual. These included the repair and reinforcing of the floor of the freight shed at the Atlantic entrance which had broken down under heavy loading, the painting of lock gates and machinery and the removal by a diver from the lockgates of barnacles and mussels.

## 6. MISCELLANEOUS WORKS

### (a) HUNGRY BAY AND STE. BARBE DYKES

These dykes extend westward along the south shore of lake St. Francis from the upper entrance of the Beauharnois canal for a distance of about 7 miles. They are maintained as a protection against the waters of the lake, the level of which was raised when the canal was constructed. It may here be mentioned that since the opening of the Soulanges canal in 1899 the Beauharnois canal has ceased to be used for navigation and is under lease for power purposes only. The Hungry bay dyke has been in existence since 1856. The top of this dyke is maintained as a road. The Ste. Barbe dyke was constructed in 1889. At various places along the lake shore, protection walls have been built outside the dykes.

The road along the Hungary bay dyke was resurfaced with broken stone and afterwards oiled for a distance of about  $1\frac{1}{2}$  miles westward from Knight's Point, while for a further distance of half a mile it was oiled only. A culvert under the road was lowered to improve drainage. West of the Grand Ile the road was raised and macadamized for a length of 240 feet. At five different points in the Parish of Ste. Barbe, the lake shore road was raised and gravelled for an aggregate length of a mile and a half. - Smaller repairs were attended to as usual, such as the cutting of weeds along the dyke slopes, cleaning ditches, repairing bridges, fences, etc.

### (b) ST. LAWRENCE SHIP CANAL

For many years the question of the ultimate enlargement of the St. Lawrence canal system between lake Ontario and Montreal has been studied by the engineers of this department, and much data relating thereto has been obtained.

During recent years the work of completing definite plans for such an enterprise became necessary in order to enable the department to deal intelligently with proposals, by private corporations, for the development of isolated water-powers which might seriously conflict with any reasonable development of the navigation and power potentialities of the river as a whole. Under this impetus, plans were evolved for a comprehensive development of the upper section of the river.

Early in the fiscal year a board of engineers was appointed by the Canadian Government to review the Wooten-Bowden report of 1921 and to report on the cost of a through deepwater route from the head of the Great Lakes to the sea. The members of this board are Mr. D. W. McLachlan (Chairman), Brig.-Gen. C. H. Mitchell and Mr. Olivier O. Lefebvre. A number of meetings of the board have been held and instructions as to the form and scope of the report to be made were finally agreed upon in joint session at Washington in December last and forwarded to both the Canadian and American Governments. On January 5, 1925 these instructions, after having been considered by the National Advisory Committee for Canada, were transmitted to the board. Meantime, in anticipation of the eventual receipt of these instructions, much study has been given both to the Canadian and American sections of the river. Ice conditions have been carefully investigated, stream discharges determined, soundings taken, test borings driven, surveys carried out, and numerous plans prepared. As a result, a large amount of valuable information has now been got together for use in the preparation of the required designs and report.

During the year a complete survey of the Lachine rapids from the head of the canal to LaPrairie basin has been all but completed and plans in connection therewith, bearing relation to the complete development of this stretch of the river both for power and navigation, are in course of preparation. Two survey parties have been kept continuously at work and office staffs maintained both at Ottawa and Cornwall. It is expected that the International Board of Engineers will be in a position to make its report within a year's time.

(c) HUDSON BAY RAILWAY TERMINALS

The staff maintained at Port Nelson during the past year, consisted as it has for several previous seasons, of a resident engineer, a cook, a foreman and from two to six handy men or rough carpenters.

Extensive repairs were made to the water supply dam which had been severely damaged during the break up season in the month of May. During the summer the cribwork of the wharves and bridge piers was repaired and crib filling, which had been washed out, replaced. The summer months passed without serious accidents, but in November the works were visited by a storm of unusual severity, a north-east blizzard which raged for three days. The tide rose to an elevation 8 feet above normal and much damage resulted both to works and floating plant. The dredges, and other units of the plant which were carried away, have fortunately been deposited high on the sloping beach where they may be considered safe from the effects of any storms but those of unusual severity. Repairs to damaged portions of the works are in progress.

I have the honour to be, sir,

Your obedient servant,

A. E. DUBUC,  
*Chief Engineer.*

G. A. BELL, Esq., C.M.G.,  
Deputy Minister, Department of Railways and Canals,  
Ottawa, Canada.

## CANALS OF CANADA

Name	Location	Length in Miles	No. of Locks	Locks		
				Minimum dimensions		
				Length	Width	Depth at ordi- nary low level
				Ft.	Ft.	Ft.
<i>St. Lawrence and Great Lakes</i>						
Lachine.....	Montreal to Lachine.....	8.50	5	270	45	14
Soulanges.....	Cascades Point to Coteau Landing	14.00	5	280	45	15
Cornwall.....	Cornwall to Dickinson's Landing..	11.25	6	270	45	14
Farran's Point.....	Farran's Point Rapid.....	1.25	1	800	50	14
Rapide Plat.....	Rapide Plat, Morrisburg.....	3.66	2	270	45	14
Galops.....	Iroquois to Cardinal.....	7.33	3	800	50	14
Welland.....	Port Dalhousie, Lake Ontario to Port Colborne, Lake Erie.....	26.75	26	270	45	14
Sault Ste. Marie.....	St. Mary's Rapids, 47 miles west of Lake Huron.....	1.30	1	900	60	19.
<i>Ottawa and Rideau Rivers</i>						
St. Anne Lock.....	Junction of St. Lawrence and Ottawa rivers.....	0.12	1	200	45	9
Carillon.....	Carillon rapids, Ottawa river.....	0.75	2	200	45	9
Grenville.....	Long Sault rapids, Ottawa river...	5.75	5	200	45	9
Rideau.....	Ottawa to Kingston.....	126.25	47	134	33	5
	Rideau Lake to Perth, (Tay Branch).....	7.00	2	134	33	6.5
<i>Richelieu River</i>						
St. Ours Lock.....	St. Ours, Que.....	0.12	1	200	45	6.5
Chambly.....	Chambly to St. Johns, Que.....	12.00	9	118	22.5	6.5
<i>Lake Ontario to Georgian Bay</i>						
Murray.....	Isthmus of Murray, Bay of Quinté	5.17	None			11
Trent.....	Trenton to Peterboro Lock, Peter- boro.....	89.0	18	175	33	8.4
	Peterboro Lock to Washago.....	114.6	23	134	33	6
	Sturgeon Lake to Port Perry (Scu- gog Branch).....	35.0	1	142	33	6
<i>Miscellaneous</i>						
St. Peters.....	St. Peters Bay to Bras d'Or Lakes, Cape Breton, N.S.....	0.49	1	300	48	18

TABLE SHOWING THE DATES OF THE OPENING AND CLOSING OF THE CANALS FOR THE SEASONS OF 1921, 1922, 1923 AND 1924

Canals	1921		1922		1923		1924	
	Opened	Closed	Opened	Closed	Opened	Closed	Opened	Closed
Lachine.....	April 18..	Dec. 14..	April 19..	Dec. 13..	May 1..	Dec. 12..	April 21..	Dec. 13
Soulanges.....	" 18..	" 14..	" 21..	" 11..	" 2..	" 12..	" 23..	" 12
Cornwall.....	" 18..	" 15..	" 18..	" 13..	April 30..	" 13..	" 22..	" 14
Williamsburg—								
Farran's Point.....	" 18..	" 16..	" 18..	" 14..	" 30..	" 14..	" 22..	" 14
Rapide Plat.....	" 18..	" 16..	" 19..	" 14..	" 30..	" 15..	" 22..	" 14
Galops.....	" 18..	" 16..	" 18..	" 14..	" 30..	" 15..	" 22..	" 14
Welland.....	" 15..	" 19..	" 17..	" 14..	" 25..	" 15..	" 16..	" 13
Sault Ste. Marie.....	" 9..	" 16..	" 17..	" 24..	May 1..	" 26..	" 19..	" 15
Ste. Anne.....	" 15..	Nov. 30..	May 1..	Nov. 28..	" 1..	Nov. 30..	May 1..	Nov. 30
Carillon and Grenville.....	" 15..	" 30..	" 1..	" 30..	" 1..	" 30..	" 1..	" 30
Rideau—								
At Ottawa.....	May 1..	" 30..	" 1..	" 30..	" 1..	" 30..	" 1..	" 30
At Kingston Mills.....	" 1..	" 15..	" 1..	" 21..	" 1..	" 30..	" 1..	" 28
Trent—								
Ontario-Rice Lake Div., Lower Section.....	" 13..	" 5..	" 11..	" 20..	" 7..	" 14..	" 13..	" 4
Trenton Bridge.....	April 14..	Dec. 1..	April 5..	" 26..	" 3..	" 29..	" 17..	Oct. 4
Ontario-Rice Lake Div., Upper Section.....	May 3..	Nov. 10..	May 12..	" 17..	" 7..	" 16..	" 20..	Nov. 29
Hastings to Rice Lake.....	" 12..	" 10..	" 3..	Oct. 29..	" 6..	" 6..	—	—
Hastings to Peterboro.....	—	—	—	—	—	—	May 15..	Nov. 18
Rice Lake to Peterboro.....	April 23..	Nov. 26..	May 5..	Nov. 25..	April 27..	Nov. 27..	—	—
Peterboro to Lakefield.....	" 29..	" 8..	" 13..	" 4..	May 17..	" 10..	May 12..	Nov. 15
Peterboro to Lift Lock.....	May 12..	" 7..	" 20..	" 4..	" 17..	" 8..	" 12..	" 6
Lakefield to Bobcaygeon.....	April 6..	" 25..	" 1..	" 21..	April 28..	Dec. 1..	April 26..	" 26
Bobcaygeon to Rosedale.....	April 19..	" 21..	April 29..	" 11..	May 4..	Nov. 15..	April 29..	" 3
Kirkfield Lift Lock.....	May 8..	Oct. 6..	May 20..	Oct. 26..	" 23..	Oct. 25..	May 18..	Oct. 24
Kirkfield to Lake Simcoe.....	" 8..	" 11..	" 18..	" 28..	" 16..	" 26..	" 18..	" 24
Lake Simcoe to Orillia.....	" 30..	" 11..	" 13..	Nov. 10..	" 23..	" 26..	" 12..	Nov. 19
Scugog River to Lindsay Lock.....	" 20..	Nov. 6..	" 2..	" 12..	April 23..	Dec. 4..	April 27..	" 15
Murray.....	April 11..	Dec. 5..	" 1..	" 30..	" 24..	" 8..	" 15..	Dec. 9
St. Ours.....	" 15..	Nov. 30..	" 1..	" 30..	May 2..	Nov. 30..	May 1..	Nov. 30
Chambly.....	" 18..	" 30..	" 1..	" 30..	" 7..	" 30..	" 1..	" 30
St. Peters.....	" 19..	Jan. 7, 1922	April 24	Jan. 6, 1923	" 7..	Jan. 19, 1924	April 23..	Jan. 7, 1925