

DOMINION OF CANADA

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ANNUAL REPORT  
OF THE  
DEPARTMENT OF RAILWAYS  
AND CANALS

For the Fiscal Year from April 1, 1932  
to March 31, 1933

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



OTTAWA  
J. O. PATENAUDE  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1933

*To His Excellency Captain the Right Honourable the Earl of Bessborough, P.C.,  
G.C.M.G., 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 ended March 31, 1933.

**R. J. MANION,**  
*Minister of Railways and Canals.*

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REPORT  
OF THE  
**DEPUTY MINISTER OF RAILWAYS AND CANALS**  
**FOR THE FISCAL YEAR ENDED MARCH 31, 1933**

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To the Hon. R. J. MANION,  
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the 54th Annual Report of the Department of Railways and Canals which covers the fiscal year ended March 31, 1933.

**EXPENDITURES CHARGEABLE TO CONSOLIDATED REVENUE**

The addition to the net debt of the Dominion carried on account of the Department of Railways and Canals amounted to \$67,759,100.34 during the year in question. Of this sum \$53,422,661.67 represented the deficit on Canadian National Railways as provided out of Consolidated Revenue Fund, and \$10,638,824.40, provided from the same source, had to do with the operation of the Maritime Freight Rates Act. Other expenditures chargeable to Consolidated Revenue Fund included unemployment relief on Canadian National Railway Account, \$1,135,200.58, Railway Grade Crossing Fund \$422,889.76, of which amount \$105,302.14 was expended as a relief measure. Payments on account of the Royal Commission on Railways and Transportation amounted to \$92,385.79.

**CHANGES IN FINANCING METHODS**

As recommended by the Royal Commission, the deficits of Canadian National Railways are now assumed directly by the Government and are no longer funded either directly by the company, through the issue of securities, or by way of interest-bearing loans from the Government. Deficits are now treated as direct Government obligations for which appropriations of public funds are made annually. Other requirements, such as maturing obligations and capital expenditures, are, however, provided by way of interest-bearing loans to the company from the Government. This change in financing methods will in due course result in a progressive decrease in the debt due the investing public, and a corresponding increase in liability of the railways to the Government. The annual interest charges will also reflect these changes in financial procedure.

**CANADIAN NATIONAL BUDGET REQUIREMENTS**

Expenditures under the 1932 budget of Canadian National Railways, estimated at \$61,500,000, amounted to \$66,515,219.02, the additional five millions being provided from working funds of the railway. Of the total amount of \$69,549,684.63 shown as having been provided the Canadian National during 1932-33, only \$8,077,338.33, used for refunding and investment, is charged as a loan.

## CAPITAL EXPENDITURES

Net capital expenditure on railway account during the year, including statutory authorizations as well as annual budget provisions, amounted to the relatively modest sum of \$799,158.38. This is due in large part to the retirements on capital account having exceeded new expenditures. Thus, while \$6,482,255.05 was expended on general additions and betterments, retirements amounted to \$7,596,022.49, leaving a credit balance of \$1,113,767.44 on investment account. Only \$398,937.59 was expended on the 1929-32 branch line program, date of completion of which has been extended by statute to August 31, 1934. The total expenditure authorized under that program is \$29,584,517, of which \$19,099,039.46 has been made. During the year \$1,499,515.63 was expended on Montreal Terminal Account, making a total expenditure of \$16,136,593 on that project.

On October 3, 1931, it was decided to suspend work on this scheme as quickly as possible, and since that date only necessary and unavoidable expenditures have been made.

## CANADIAN NATIONAL STEAMSHIPS

In addition to aid given the Canadian National Railways during the year the Government advanced \$1,080,329.11 to cover deficits in operation of steamships. Of this amount \$326,613.14 was on account of the original Canadian Government Merchant Marine, and \$753,715.97 on account of Canadian National (West Indies) Services. During the year the Canadian Government Merchant Marine refunded to the Dominion a sum of \$2,264,280.73. This was made possible through the curtailment of the fleet generally, permitting a reduction in reserves and working funds.

## HUDSON BAY PROJECT

Net capital expenditure on the Hudson Bay Railway during the fiscal year was \$505,496.66, and on the Churchill terminals \$1,129,898.42.

Total capital expenditures on the Hudson Bay Railway and terminals at March 31, 1933, were \$50,797,924.71, of which sum \$31,700,190.01 had to do with the railway, \$6,274,217.88 for work at Port Nelson subsequently abandoned, and \$12,823,516.82 on the present terminals at Churchill, including the grain elevator. Expenditures connected with the safeguarding of navigation in Hudson bay and strait would be additional to the above and of record in the accounts of the Department of Marine.

## MARITIME FREIGHT RATES ACT

Payments under the Maritime Freight Rates Act amounted to \$48,202,783.16 as of March 31, 1933. Of this amount \$32,905,783.78 represent deficits on Canadian National Railway operation in Eastern Lines territory since July 1, 1927, when the legislation became effective and since which date these deficits have, under the terms of the Act, been provided each year by direct vote of Parliament, and not charged against the railways as interest-bearing loans. As already intimated, all Canadian National deficits are now dealt with in this same manner.

The total payments made on account of the twenty per cent rate reduction in eastern territory now amounts to \$15,296,999.38, of which sum \$11,196,200.73 has been paid to Canadian National (former Canadian Government) lines and \$4,100,798.65 to privately owned and operated railways, the principal of which are the Canadian Pacific, the Dominion Atlantic, and the Sydney and Louisburg Railway Company.

On the Prince Edward Island train ferries and terminals \$6,988,885.15 has been expended to date, \$4,261,733.62 of which expenditure has been on terminals at Tormentine and Borden, and \$2,727,151.53 on the two ice-breaking ferry steamers.

### RAILWAY GRADE CROSSING FUND

Railway grade crossing expenditures now total \$5,054,230.15, and appropriations, including \$1,000,000 from Unemployment Relief Votes, have amounted to \$5,800,000, leaving an unexpended balance of \$745,769.85 as of March 31, 1933. The regular statutory provision for this purpose, in force since 1909, amounts to \$200,000 per annum.

### GOVERNMENT EMPLOYEES COMPENSATION ACT

Compensation paid under the Government Employees Compensation Act, chapter 30, Revised Statutes, 1927, now amounts to a cumulative total of \$3,687,853.23. This Act is administered by this department for all other departments of the Government by reason of this department having to maintain a staff for that purpose on account of its extensive railway construction and operation activities. The Dominion's proportion of administration expenses has amounted to \$284,283.37. An increase in compensation claims is noted, some of them of a questionable character, which has involved considerable work of investigation and examination. An impressively large number of claims develop in connection with temporary employment under emergency relief work, and suggests the advisability of competent medical examination prior to the engagement of such employees.

### CANALS

Capital expenditure on the Welland Ship canal for the year amounted to \$3,108,623.39, bringing the total capital expenditure on that project to \$128,869,256.79. In addition, there were preliminary expenditures on surveys, etc., amounting to \$219,589.73, or a total cost of \$129,088,846.52.

Capital expenditure on canals in general during the year amounted to \$3,156,328.10. Canal operation and repairs cost \$2,516,910.78, and receipts from canal revenues amounted to \$831,020.30. Canal expenditures on capital account amounted to a total of \$247,957,853.30 at March 31, 1933, and the total of canal revenues as of the same date was \$29,974,069.14.

### CANAL TRAFFIC

At Sault Ste. Marie the total freight tonnage through the Canadian canal in 1932 increased by 38 per cent over the tonnage carried in 1930. It amounted to 2,337,201 tons, a figure only once exceeded during the past ten years. This increase may probably be ascribed to the greater use of small vessels in the upper lakes trade, a considerable number of the larger ones, which could only pass the United States locks, being laid up on account of depressed business conditions.

Traffic returns for both the Welland Ship and St. Lawrence river canals, as indicated by merchandise tonnage, showed an increase over the previous year. This amounted for these two canal systems combined to 14½ per cent, while the increase in the traffic of 1932 over that of 1930 amounted to 24 per cent. Heavier shipments last year are recorded in such commodities as wheat, corn, rye, gasoline, and anthracite coal.

## ELEVATORS

A continued decrease in grain receipts was recorded for 1932 at the Government elevator at Port Colborne, the decline from the previous season being about 32 per cent. This is largely due to elimination of the necessity for unloading the larger vessels at the elevator, the new ship canal providing sufficient draught to allow of their proceeding to lake Ontario ports, and to the participation in the grain trade of small boats which make the entire trip from the upper lakes to Montreal. The actual receipts of the elevator last season were 21,815,759 bushels. At the new Prescott elevator the receipts for the year amounted to 3,061,153 bushels, or slightly more than three times the quantity taken in the year before. The condition of the river channel still continued to deter lake-size vessels from unloading at this elevator. The new Hudson Bay terminal elevator at Churchill was completed and made its first delivery of grain in 1931, two shiploads only being taken. Last year, however, ten vessels of European destination visited the elevator taking on cargoes of grain aggregating 2,736,030 bushels. The first ship to arrive at the port was the *Sierentz* on August 14, the last to leave, the *Pensilva*, on October 10.

## WELLAND SHIP CANAL

Final operations of construction work continued last year. These included mainly the completion of the dam and pondage area at the head of the flight locks, the completion of the St. Catharines dock, the commencement of a new dock at Welland south and further deepening of the canal prism which, for the 1933 season, is to provide a depth of 23 feet 6 inches. It is expected that all main construction operations will be finished this year.

## OTHER CANALS

On other portions of the canal system no extensive improvements were made during the year. Among minor works carried on, however, may be noted the commencement of operations on the construction of a concrete dam at lock 22 on the Trent canal and the construction of a small concrete dam on the same canal system at McRae lake for the better regulation of the level of Six-mile lake, the completion of all work connected with the new lock at St. Ours on the Richelieu river, and the erection of a steel highway bridge over the Rideau canal at Merrickville in replacement of the former obsolete structure at that point.

## HUDSON BAY TERMINALS

All work on the grain elevator, which included the completion of the shipping gallery along the dock face, was finished last year. A large freight-shed, served by two railway tracks, was erected on the dock. The dredging of the entrance channel will be completed in 1933 by further widening. From the harbour entrance there is now a safe channel 30 feet deep to the deepwater dock. The harbour was clear of ice by the end of June, 1932; a period of safe navigation continued until October 14.

I have the honour to be sir,

Your obedient servant,

V. I. SMART,

*Deputy Minister of Railways and Canals.*

OTTAWA, September 13, 1933.

## REPORT OF THE COMPTROLLER

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SIR,—I have the honour to submit herewith my report for the fiscal year ended March 31, 1933.

A concise summary of the activities of the department in their accounting aspect will be found in the additional column shown for the first time on the balance sheet headed "1932-33 Transactions", and the following explanation is given by way of a brief review of the matters under accounting attention during the year:—

The accounting shows an increase during 1932-33 of \$57,411,565.56 in investment in railways, but \$41,121,216.41 of this covers the amounts of \$26,000,000 and \$15,121,216.41 (referred to in the statement of the railway auditor for last year under the heading of "Financing of Canadian National Railways Obligations" as: Temporary Dominion loan and Balance of 1931 expenditures not financed at December 31, 1931), which amounts were during 1932-33 transferred from the category of current assets in Public Accounts to loans to Canadian National Railways.

An additional amount of \$8,077,338.33, as a permanent loan relative to 1932-33 transactions, and a further amount of \$6,600,000 as a temporary loan during January, February and March, 1933, relative to 1933-34 authorities make up the list of items relative to the Canadian National Railways, the balance of the addition to the investment in railways during the year representing expenditures of \$1,769,019.47 on the Hudson Bay Railway and the Canadian Government Railways, less recoveries amounting to \$156,008.65 as detailed on the Expenditure and Revenue Account.

The investment of the Dominion relative to Canadian National Steamships was reduced during the year in the net by an amount of \$1,382,503.16, of which \$1,241,777.57 represents expenditures under the appropriations for the loans of the Canadian Government Merchant Marine, Limited, and the Canadian National (West Indies) Steamships, offset by recoveries of \$2,624,280.73 referred to more specifically in the statement of the Railway Auditor attached hereto.

The investment of the Dominion relative to the Canadian Government Merchant Marine, Limited, was reduced during the year by an amount of \$208,590.29, being the cash received during the year from sales of vessels.

The statement of the Railway Auditor, attached hereto, presents in greater detail matters under accounting and auditing attention relative to the financial legislation under the administration of this department concerning the Canadian National Railways, Canadian Government Merchant Marine, Limited, Canadian National (West Indies) Steamships, Limited, and the Maritime Freight Rates Act, so far as that Act affects the Canadian National Railways. This statement covers the calendar year 1932 only.

The increase in the investment in canals is accounted for as follows:—

Welland Ship Canal, \$3,122,469.46, plus an Exchequer Court Award of \$2,111.82, and an expenditure of \$31,746.82 upon St. Ours Lock rebuilding.

The recoveries during the year creditable against investment in canals amount to \$111,293.52, all of which relates to Welland Ship Canal excepting an amount of \$240 relative to original Welland Canal.

An expenditure of \$95,095.63 under the Unemployment Relief Act, 1931, has been taken to account as additions to the investment in the Welland Ship canal also.

Of the amount of \$67,759,100.34 shown as the addition to the net debt of the Dominion of Canada during the year, carried on account of the Department of Railways and Canals, an amount of \$53,422,661.67 representing the deficit of the Canadian National Railways for the calendar year 1932 was provided for out of Consolidate Revenue Fund, and payments out of Consolidated Revenue Fund on account of the Maritime Freight Rates Act legislation and appropriations amount to \$10,638,824.40, the balance of the expenditures and receipts relative to the Consolidated Revenue Fund being as follows:—

Civil Government salaries and contingencies appropriation....	\$ 311,401 17	
Income Appropriation—		
Railways.....	\$ 324,796 16	
Canals.....	240,591 08	
Miscellaneous.....	228,717 51	
		794,104 75
Collection of Revenue Appropriation—		
Maintenance and operation of canals.....		2,516,910 78
St. Lawrence Ship canal appropriation.....		42,291 63
Railway Grade Crossing Fund.....		317,587 62
Railway Grade Crossing Fund Unemployment relief.....		105,302 14
Unemployment Relief: Canadian National Railways—		
Purchase of ties.....		1,070,988 79
Grade separation, Rouses Point Division.....		64,211 59
Gratuities to dependents of deceased employees.....		1,215 00
Royal Commission on Railways and Transportation.....		92,385 79

The receipts from canal revenue during the year amounted to \$831,020.30, and from miscellaneous revenue \$12,385.50, as per additional details shown on the expenditure and revenue account, and statement No. 7 following.

#### APPENDICES

The several appendices to the report are arranged in the following order:—

- (1) Reconciliation of Public Accounts with Canadian National Railways Balance Sheet in respect of investment in Canadian Government Railways, etc., as at December 31, 1932.
- (2) Reconciliation of Public Accounts with Canadian Government Merchant Marine, Limited, Balance Sheet, as at December 31, 1932.
- (3) Reconciliation of Public Accounts with Canadian National (West Indies) Steamships Balance Sheet at December 31, 1932.
- (4) Reconciliation of Railways and Canals Balance Sheet, *re* Canadian Government Railways Investment, with annual report of Canadian Government Railways, as at December 31, 1932.
- (5) Statement of Operating Results and Profit and Loss Account of Canadian Government Merchant Marine, Limited, as at December 31, 1932.
- (6) Statement of Operating Results and Profit and Loss Account of Canadian National (West Indies) Steamships, as at December 31, 1932.
- (7) Statement of Loans (by years) to Canadian Government Merchant Marine, Limited, and Canadian National (West Indies) Steamships, Limited.
- (8) Expenditures and Revenues (by years) of Port Colborne Elevator.
- (9) Expenditures and Revenues (by years) of Prescott Elevator.
- (10) Expenditures (by years) on Hudson Bay Railway, Port Nelson and Fort Churchill Terminals.
- (11) Expenditures (by years) on Welland Ship Canal.
- (12) Expenditures (by years) on Prince Edward Island Car Ferry and Terminals.

- (13) Expenditures (by years) on Railway Grade Crossing Fund.
- (14) Expenditures (by years) on Maritime Freight Rates Act.
- (15) Statement of Security Deposits, Drawbacks, Contractual Commitments, etc.
- (16) Expenditures and number of Claims (by years) on Employees' Compensation Act.
- (17) Eastern Lines Income and Profit and Loss.

The information furnished under appendix No. 4 last year has been discontinued in this report, a reconciliation of the expenditures for the Canadian National Railways out of Canadian Government surpluses since 1923 having been substituted as being of greater current value.

### CANADIAN NATIONAL RAILWAYS

Appendix No. 1 serves to afford the contact between the figures shown in the annual report of the Canadian National Railways for the year 1932 with the comparative and relative information shown in the Public Accounts for the fiscal year ended March 31, 1933.

Interest on loans to the Canadian National Railways and the liability resulting from the guarantees by the Dominion in respect of Canadian National Railways are dealt with in the same manner as in the preceding departmental balance sheet.

The amount of railway securities guaranteed as to interest only or as to principal and interest held by the public at March 31, 1933, as shown in schedule "V" of Public Accounts differs from the amount shown in the annual report of the Canadian National Railway System for the year ended December 31, 1932, by \$750,001.86, this being the amount of guaranteed securities retired between December 31, 1932, and March 31, 1933.

Acting upon the recommendations of the Royal Commission of Enquiry into Railways and Transportation, the Government made direct provision by way of Supplementary Estimates during 1932-33 for the deficit of the Canadian National System for 1932, but as this provision was not made until after the close of the books of the Canadian National System for that year the deficit, although subsequently provided for directly by the Government, has been taken into the profit and loss account of the system.

This unfortunately but unavoidably operates to further complicate "the present involved financial structure of the Canadian National System" which, in the opinion of the commission as expressed in their report, should have the early attention of the board of trustees recommended to be entrusted with the control and management of the system.

### CANADIAN GOVERNMENT RAILWAYS

As one of the results of the limitation of expenditures the accounting, with respect to additions and betterments to the property of the Canadian Government Railways, shows a net credit to investment account amounting to \$312,969.33, which together with the net profit balance for the year of the Canadian Government Railways (other than those included in Eastern Lines) amounting to \$1,388,964.34, and, after the adjustment of transactions during the year that directly affected the accounts between the Canadian National and the Government, resulted in an accounting balance in favour of the Canadian Government Railways amounting to \$1,772,867.97. This has occasioned the

elimination of the credit of \$358,259.06 shown last year in suspense as ultimately applicable against the loans account, and the balance of \$1,414,608.91 is the increase in the suspense account against the Canadian National Railways relative to stores and open accounts.

The undisclosed liability as at March 31, 1933, in respect of interest on the delayed settlement (due to inability of the vendors to deliver unencumbered title) for one of the Canadian Government Railways branch lines now amounts to \$52,203.33. This item is in other respects in the same position as last year.

It is perhaps advisable to repeat here that the figures included in the Canadian Government Railways balance sheet, which is printed as a portion of the annual report of the department, relate, in so far as operating expenses and revenues are concerned, to the period since January 1, 1923, the date that these properties were consolidated for operating purposes with the other lines forming the Canadian National System, and that the effect of the application of the Maritime Freight Rates Act since July 1, 1927, has been to relieve the system of the deficits accruing in respect of the Canadian Government Railways properties within the Eastern Lines territory.

The amounts recouped to the Canadian National Railways in respect to the period down to December 31, 1932, total \$20,769,196.72, so that the actual surplus of the Canadian Government Railways for the period since consolidation would be only \$4,425,649.38.

As pointed out last year, the accumulated surplus was derived almost entirely from the diversion over the Canadian Government Railways properties between Winnipeg and the head of the lakes of heavy grain traffic that would not have accrued to these lines except as a result of consolidation. Also, that absorption of the Canadian Government Railways surplus in the system accounts occasions a corresponding reduction in the amounts required by the system by way of cash loans from the Dominion.

### MARITIME FREIGHT RATES ACT

The annual report of the Canadian National Railways for the year 1932, in compliance with the recommendations of the Select Standing Committee of the House of Commons on Railways and Shipping, and of the Royal Commission on Railways and Transportation, does not include a separate Income statement covering the operation of Eastern Lines. This statement is exhibited herein as appendix No. 17 and has been certified to by the Comptroller of the Canadian National Railways and the shareholders' auditors in the same manner as such certificates were given with respect to the previous Income, and Profit and Loss statements relative to the Eastern Lines.

### GOVERNMENT EMPLOYEES COMPENSATION ACT

The work of the branch appears to have been affected during the year by the receipt of an unusual number of dubious claims involving considerable work in investigation and examination of evidence. It appears that the tendency towards an increase in the presentation of questionable claims has been further increased by the decrease in employment and it is perhaps advisable to repeat from the report of last year that the impressively large number of general claims developing from the engagement of temporary employees, particularly those engaged under emergency relief and associated programs of work would appear to indicate the advisability of arranging for competent medical inspection prior to engagement of such employees.

Statement No. 5 exhibits details of expenditure during the year and appendix No. 16 exhibits comparative annual summaries since the inception of the Act.

## DEPARTMENT GENERALLY

The increase of \$81,267.83 in supplies and materials on hand for the operation and maintenance of canals was occasioned by the placing in operation of the Welland Ship canal.

Notwithstanding that accounts receivable show an increase of \$93,840.33 over 1931-32, the current accounts of the department have received regular and complete attention during the year and may be stated to be in better condition from an administrative point of view than heretofore.

Notable progress has been made during the year towards placing on a current basis a considerable number of accounts in connection with canal revenue that had been matters of dispute or litigation previously.

In connection with statements appearing as appendixes Nos. 8 and 9 exhibiting the expenditures and revenues of the Port Colborne and Prescott elevators respectively, the expenditures shown thereon should not be accepted as representing the cost of operation of these elevators. For instance, the Government assumes the risk of fire and explosion damage to these structures and the amounts expended annually on repairs and maintenance may not adequately take care of depreciation. No allowance is made for interest on investment, and workmen's compensation risk is accrued in the expenditure accounts merely on the basis of actual claims falling for settlement during each year.

I have the honour to be, sir,

Your obedient servant,

F. M. MACLENNAN,

*Comptroller.*

V. I. SMART, Esq.,

Deputy Minister, Department of Railways and Canals.

Ottawa, July 26, 1933.

## STATEMENT OF THE RAILWAY AUDITOR FOR THE FISCAL YEAR 1932-33

OTTAWA, May 18, 1933.

### CANADIAN NATIONAL RAILWAYS

Government assistance during the fiscal year 1932-33 was as follows:—

1. <i>Maritime Freight Rates Act</i> —			
For 20 per cent reduction in Rates.....	\$ 1,413,839 87		
Balance of deficit.....	6,635,844 76		
		\$ 8,049,684 63	
2. <i>C.N.R. 1932 Budget</i> —			
For deficits.....	\$53,422,661 67		
For maturing obligations.....	8,077,338 33		
		61,500,000 00	
A grand total of.....		\$69,549,684 63	

All funds were provided from Consolidated Revenue of Canada.

Commencing with this year, the Government decided to change its policy in connection with the payment of deficits on the Canadian National Railways. Heretofore, the only deficit assumed directly by the Government was that in connection with the Eastern Lines of the company; the balance of requirements for the system, whether for deficits, maturing obligations, or capital expenditures, were either financed directly by the company through issue of securities, or partially by way of loans from the Government.

Deficits covering the whole system will now be treated as direct Government obligations for which appropriations of public funds are to be made.

Other requirements, such as maturing obligations and capital expenditures, are being provided by way of interest-bearing loans to the company from the Government.

Because of this change in financing, the debt to the public as shown on the company's balance sheet is progressively diminishing year by year and being replaced by additional liability to the Government.

The same condition will be reflected in the annual interest charges.

Of the total amount of \$69,549,684.63 shown above as having been provided the company during 1932-33, only \$8,077,338.33 used for refunding and investment is charged as a loan.

Expenditures under the 1932 budget of the Canadian National Railways, although estimated as \$61,500,000, actually exceeded this amount by \$5,015,219.02, which was provided from working funds of the company.

Details are set out in the following table:—

	Amount of Actual Expenditures	Amount provided by Working Funds of the Company	Amount of authorized Expenditures paid by Government
	\$    cts.	\$    cts.	\$    cts.
Net deficit (including interest due public and profit and loss).....	54,205,882 16	783,220 49	53,422,661 67
Maturing obligations including sinking funds.....	11,510,178 48	3,432,840 15	8,077,338 33
Capital expenditures.....	799,158 38	799,158 38	.....
	66,515,219 02	5,015,219 02	61,500,000 00

It may be noted that whereas the company's annual budgets prior to 1932 did not include certain expenditures authorized by special statutes, the present year includes *all* such expenditures.

In this connection the amount of \$799,158.38 for capital expenditures, shown in above table, includes the following:—

General additions and betterments.....	\$6,482,255 05	
Less retirements.....	7,596,022 49	\$1,113,767 44
1929-32 Branch Lines construction (statutory).....		398,937 59
Toronto Viaduct construction (statutory).....		14,472 60
Montreal terminals construction (statutory).....		1,499,515 63
<b>Total.....</b>		<b>\$ 799,158 38</b>

Some detail of statutory expenditures follow:—

BRANCH LINES CONSTRUCTION, 1929-32 PROGRAM

Acts	Branch Line	Expenditure Calendar Year 1932		Total Expenditure to Dec. 31, 1932		Total Expenditure authorized	
		\$	cts.	\$	cts.	\$	cts.
Chap. 27	Prince Edward Island— Lake Verde-Pisquid.....	1,805	21	369,513	39	425,074	00
* " 34	Nova Scotia— Sunny Brae-Guysboro.....	5,470	77	3,574,035	58	4,025,000	00
* " 21	Ontario— Brantford-Cut-off.....	73,686	61	443,350	79	1,552,500	00
* " 22	Garson Branch Extension.....	215	04	116,286	48	187,220	00
* " 33	Sudbury Basin Branch.....			17,586	47	2,127,500	00
		73,471	57	577,223	74	3,867,220	00
" 26	Saskatchewan— Melfort-Aberdeen.....	12,435	73	3,174,797	26	3,205,459	00
* " 20	Mawer-S. Westerly.....	18,040	74	1,677,855	42	2,070,000	00
* " 28	Neidpath-Swift Current.....	6,142	67	1,002,780	90	1,344,051	00
* " 30	Ridgedale-Easterly.....	10,806	98	889,275	18	1,265,000	00
* " 36	Unity-Southwesterly.....	13,859	09	1,696,537	95	2,012,500	00
" 24	Hamlin-Glenbush.....	32,713	79	1,059,412	67	1,274,386	00
* " 32	St. Walburg-Bonnyville.....	130,763	30	2,016,165	07	4,843,800	00
		197,044	12	11,516,824	45	16,015,196	00
" 18	Alberta— Alliance-Southeast.....	557	09	34,351	49	42,527	00
* " 19	Bulwark-Easterly.....	2,236	54	411,842	14	1,006,250	00
* " 25	Hemaruka-Scapa.....	9,521	90	873,859	14	1,650,250	00
		12,315	53	1,320,052	77	2,699,027	00
* " 35	British Columbia— Swift Creek-Tete-Jaune.....			16,389	53	828,000	00
* " 29	Lulu Island.....	108,830	39	1,725,000	00	1,725,000	00
		108,830	39	1,741,389	53	2,553,000	00
		398,937	59	19,099,039	46	29,584,517	00

\*The date for completion of the above Branch Lines as stated in the Acts of 1929 was August 31, 1932; Chapter 24, Acts of 1932 extended date for completion to Aug. 31, 1934.

TORONTO VIADUCT AND TERMINALS

Governing authorities are as follows:—

- |                    |                           |
|--------------------|---------------------------|
| Chapter 170, 1906. | Chapters 28 and 29, 1925. |
| Chapter 11, 1913.  | Chapter 51, 1928.         |
| Chapter 54, 1914.  | Chapter 46, 1929.         |
| Chapter 70, 1924.  |                           |

The investment of the Canadian National Railways is divided into two distinct classes, i.e.:—

1. The Viaduct.

2. The Union Station and Terminal facilities.

The "Viaduct" portion covers the elevated tracks through the city and other works incidental thereto, all property of the Canadian National Railways. To December 31, 1932, the total cost was \$4,623,097.56.

The "Union Station and Terminal Facilities" are a joint project of the Canadian National Railways and Canadian Pacific Railway and are operated through a subsidiary company known as the "Toronto Terminals Railway Company". Both railway companies subscribe equally to the cost, the Canadian National Railways' portion at December 31, 1932, being \$11,762,400.

The total cost to the Canadian National Railways of the Viaduct and Terminals together is limited by various Acts of Parliament to \$17,727,500. Of this amount the sum of \$16,385,497.56 has been expended to December 31, 1932 (of which \$14,472.60 was expended during 1932).

#### NORTHERN ALBERTA RAILWAYS COMPANY

Under the Northern Alberta Railways Act of 1929 the Canadian National Railways and the Canadian Pacific Railway were authorized to purchase jointly a number of railway undertakings of the province of Alberta and transfer same to an incorporated company to be known as the "Northern Alberta Railways Company".

The following detail covers the cost to Canadian National Railways only (50 per cent of the total):—

	Canadian National Railway portion only		
	Estimated Cost	Expenditures during 1932	Total payments to December 31, 1932
	\$ cts.	\$ cts.	\$ cts.
Province of Alberta—			
Account purchase.....	7,790,000 00		2,500,000 00
Extensions underway.....	473,685 87		473,685 87
Bonded indebtedness assumed.....	4,710,000 00		
Liability for new extensions.....	2,026,314 13		1,511,314 13
	15,000,000 00		4,485,000 00
Capital stock in new company (25% subscribed).....	312,500 00		312,500 00
Canadian National Railway total.....	15,312,500 00		4,797,500 00

#### MONTREAL TERMINALS

Under chapter 12 of the Acts of 1929 authority was granted for expenditure of \$50,000,000 on this project.

On October 3, 1931, it was decided to suspend all work as quickly as possible, and thereafter only necessary and unavoidable expenditures were made on terminals construction.

The actual expenditure to December 31, 1932, was as follows:—

	Expenditures during 1932	Total Expenditures to December 31, 1932
	\$ cts.	\$ cts.
Construction.....	650,442 35	5,665,810 79
Acquisition of land.....	738,633 67	9,293,536 78
General supervision.....	76,141 68	519,473 18
Other miscellaneous.....	34,297 93	557,572 26
<b>Total.....</b>	<b>1,499,515 63</b>	<b>16,136,393 01</b>

The expenditures were made in the years 1929, 1930, 1931 and 1932 as follows:—

1929.....	\$ 1,795,864 44
1930.....	6,818,632 87
1931.....	6,022,380 07
1932.....	1,499,515 63
<b>Total.....</b>	<b>\$ 16,136,393 01</b>

CANADIAN NATIONAL STEAMSHIPS

In addition to aid given the National Railways, the Government advanced to the Canadian National Steamships during the fiscal year 1932-33 the following sums to cover deficits in operation:—

1. Canadian Government Merchant Marine.....	\$ 326,613 14
2. Canadian National (West Indies) Steamships, Limited.....	753,715 97
<b>Total.....</b>	<b>\$1,080,329 11</b>

The above amounts cover the deficits of both companies, less depreciation and other non-cash items including interest due the Dominion, in respect of the calendar year 1932. Moneys were provided from the Consolidated Revenue Fund of Canada.

During this period the Canadian Government Merchant Marine refunded to the Dominion a sum of \$2,624,280.73. This was possible through curtailment in the activities of the fleet generally, permitting a reduction in reserve and working funds, as follows:—

Reduction in insurance reserve.....	\$2,000,000 00
Reduction in working capital.....	600,000 00
Refund of prior loans.....	24,280 73
	<b>\$2,624,280 73</b>

Additional data covering both Marine Services are shown as appendices Nos. 2, 3, 5, 6 and 7 to your report.

(Sgd.) A. V. FRANKLIN.

Approved:

F. M. MACLENNAN,  
Comptroller.

DEPARTMENT OF RAILWAYS AND CANALS GENERAL BALANCE SHEET OF MARCH 31, 1933

ASSETS

	As at March 31, 1932	1932-33 Transactions	As at March 31, 1933
<b>INVESTMENTS—</b>			
Railways—			
Canadian National Steamships.....	Schedule No. 1 \$ 1,144,213,256 60	\$ 57,411,565 56	\$ 1,201,624,822 16
Canadian National Steamships.....	" 2 16,750,034 08	1,582,503 16	15,367,530 92
Canadian Government Merchant Marine.....	" 3 55,943,548 92	208,560 29	55,734,988 63
Canals.....	" 4 244,835,326 63	3,122,026 67	247,957,353 30
			\$ 1,520,685,165 01
<b>CURRENT ASSETS—</b>	1,461,742,668 23	58,942,498 78	
Canadian Government Railways.....	15,748,921 60		15,748,921 60
Supplies and materials on hand.....	341,980 65	81,267 83	423,248 48
Government Employees Compensation Act—			
Advances to Provincial Boards.....	72,093 74	574 00	72,667 74
Accounts receivable.....	902,275 40	93,840 33	996,115 73
Advances outstanding.....	17,065,271 39	15 00	17,240,988 55
<b>CONVINGENT ASSETS—</b>			
Department of Finance (contractors' security deposits) (contra).....	984,752 66	456,907 71	527,604 85
<b>DEFERRED ASSETS—</b>			
Elevator overages.....		10,425 02	10,425 02
Elevator accrued storage (unbilled).....		6,799 57	6,799 57
<b>UNADJUSTED DEBITS—</b>			
Additions and betterments to Canadian Government Railways prop- erties since April 1, 1923, financed by Canadian National Rail- ways.....	24,164,140 82	583,903 63	23,780,237 19
April 1, 1923, financed by Hudson Bay Railway subsequent to Additions and betterments to Canadian National Railways.....	457,526 76		457,526 76
Stores and Open Accounts Suspense.....	1,133,160 02	110,101 08	1,023,058 94
Consolidated Fund Suspense.....	776,020 25	1,414,608 91	2,190,629 16
Moncton and Buctouche Railway.....	70,000 00	70,000 00	70,000 00
Contractors' Retained Drawbacks (contra).....	1,194,941 44	107,615 10	1,087,326 34
Unclaimed Cheques Suspense (contra).....	6,402 83	17 28	6,510 11
Outstanding Cheques Suspense (contra).....	3,714 31		3,714 31
Uncollectible Suspense (contra).....	7,123 03	61 66	7,184 69
Capital Expenditure Adjustment Suspense.....	165,360 96		165,360 96
	27,978,480 42		28,791,548 46
<b>Total Assets.....</b>	<b>\$ 1,507,770,990 60</b>	<b>59,491,580 86</b>	<b>\$ 1,567,262,571 46</b>
<b>CONSOLIDATED FUND ACCOUNT—</b>			
Being proportion of net debt incurred on account of Department of Railways and Canals.....	286,644,973 97	67,759,100 34	354,404,074 31
	\$ 1,794,415,964 57	\$ 127,250,681 20	\$ 1,921,666,645 77

REPORT OF THE COMPTROLLER

LIABILITIES

DOMINION OF CANADA ACCOUNT—		1932-33	
Public Accounts—		Transactions	
As at March 31, 1932		As at March 31, 1933	
Schedule "E", (part)			
Canadian Government Railways Stores and Open Accounts.....	\$ 15,748,921 60		\$ 15,748,921 60
Canadian National Railways—Temporary Loans.....		\$ 14,677,338 33	14,677,338 33
Schedule "F",			
Less expenditure by other departments—			
Burlington Bay Canal.....	\$ 308,328 32		
Lake St. Peter.....	1,164,235 08	3,026,931 04	238,632,107 44
	\$ 1,472,563 40		
Schedule "G",			
Schedule "H", (part of item \$1,921,392.10 Yukon Territory works).....	441,933,589 02	1,613,010 82	443,546,599 84
Schedule "H", (part) Government Shipbuilding program.....	283,323 55		283,323 55
Schedule "H", Lower Lake Terminals.....	55,013,085 10	208,590 29	54,804,494 81
Schedule "K",			
Schedule "L",			
Schedule "M",			
Schedule "N", (part) Grand Trunk Railway Preference Stock.....	41,121,216 41		88,398,828 78
Capital Expenditure from Unemployment and Farm Relief and Con-	614,406,239 42		655,527,455 83
tinuance Act.....	16,750,034 08	1,382,503 16	15,367,530 92
	121,739 65		121,739 65
	506,764 29	95,095 63	601,859 92
Consolidated Fund Account.....	1,473,483,027 32	58,942,498 78	1,532,425,526 10
	287,961,323 76	67,934,797 50	355,896,121 26
	1,761,444,351 08	126,877,296 28	1,888,321,647 36
	4,173,921 47		4,173,921 47
	984,572 56	456,907 71	527,664 85
EXPENDITURE BY IMPERIAL GOVERNMENT PRIOR TO UNION OF UPPER AND LOWER CANADA...			
CONTINGENT LIABILITIES—			
Contractors' Security Deposits (contra).....			
UNADJUSTED CREDITS—			
Consolidated Fund for Canadian Government Railways surpluses since			
April 1, 1923.....	23,805,881 76	1,388,964 34	25,194,846 10
Loans—			
Additions and betterments to Canadian Government			
Railways.....	\$ 358,259 06	358,259 06	660,369 96
Expenditures on Hudson Bay Railway.....	660,369 96		1,596,235 99
Canadian Government Railways Investment Account.....	1,018,629 02	110,101 08	70,000 00
Dominion of Canada for acquisition of Moncton and Buctouche Railway	1,706,337 07		1,087,326 34
Contractors' Drawbacks retained.....	70,000 00	107,615 10	17,004 70
Port Colborne Elevator Suspense Account.....	1,194,941 44	219 89	219 89
Prescott Elevator Suspense Account.....			
Consolidated Fund for account of Appropriations under Collection of			
Revenue.....	6,492 83	17 28	6,510 11
Canadian Government Railways Capital.....	3,714 31		3,714 31
Canals Revenue—Uncollectible.....	6,898 01	224 27	7,122 28
General—Uncollectible.....	225 02	162 61	62 41
	7,123 03	27,813,119 46	7,184 69
		127,250,681 20	
	1,794,415,964 57		\$1,921,666,645 77

F. M. MACLENNAN, Comptroller.

## EXPENDITURE AND REVENUE

## EXPENDITURE

## CAPITAL ACCOUNT

Dept'l Vote  
Sched- No.  
ule

*Railways—*

1	90	Hudson Bay Railway (Statement No. 1A).....	\$ 510,573 96	
1	90	Hudson Bay Railway — Churchill Terminals (Statement No. 1B).....	1,148,237 99	
1		Canadian Government Railways Capital—Intercolonial Rail- way (Previous Years Expenditures).....	110,207 52	
				<u>\$ 1,769,019 47</u>

*Canals—*

4	91	St. Ours Lock rebuilding .....	31,746 82	
4	92	Welland Ship Canal—Construction and betterments (State- ment No. 2).....	3,122,469 46	
4		Welland Ship Canal—Exchequer Court Award.....	2,111 82	
				<u>3,156,328 10</u>
				<u>\$ 4,925,347 57</u>

## ORDINARY

*Administrative*

A.A.	26	Civil Government Salaries .....	\$ 243,553 38	
A.A.	26	Civil Government Contingencies .....	38,854 23	
A.A.		Statute—Salary of Minister .....	9,000 00	
A.A.		Statute—Salary Deduction Act.....	19,993 56	
				<u>\$ 311,401 17</u>

*Income Account**Railways—*

E.E. inc.	103	Railway Commission Maintenance .....	\$ 240,906 28	
"		Statute—Board of Railway Commissioners (Salaries).....	48,150 00	
"	104	Governor General's Cars.....	6,994 47	
E.E. inc.	108	Railway Employees Provident Fund, Can. Govt. Rlys. to supplement Pension Fund Allowances.....	28,745 41	
				<u>324,796 16</u>

*Canals (Statement No. 4)—*

D.D. inc.	93	Murray Canal .....	\$ 4,834 78	
"	94	Port Colborne Elevator .....	1,179 73	
"	95	Carillon and Grenville Canal.....	7,826 21	
"	96	Lachine Canal .....	12,376 12	
"	97	St. Anne's Lock .....	715 98	
"	98	Rideau Canal.....	8,933 93	
"	99	Trent Canal.....	51,612 71	
"	100	Welland Canal.....	22,804 27	
"	101	Welland Ship Canal.....	124,864 24	
"	102	Williamsburg Canal.....		
"	107	Surveys and Inspections Canals.....		<u>235,147 97</u>
				<u>5,443 11</u>

*Miscellaneous*

E.E. inc.—		Statute—Govt. Employees Compensation Act (Statement No. 5).\$	202,032 95	
"	105	Miscellaneous Services.....	23,606 78	
"	106	Printing and Stationery.....	3,077 78	
				<u>\$ 228,717 51</u>

ACCOUNT, FISCAL YEAR 1932-33

RECEIPTS

CAPITAL ACCOUNT

Dept'l  
Sched-  
ule

Refunds of Previous Years' Expenditures—Railways—			
1	Hudson Bay Railway.....	\$	5,077 30
1	Hudson Bay Railway—Churchill Terminals.....		18,339 57
1	Prince Edward Island Railway Car Ferry and Terminals.....		132,591 78
			<u>\$ 156,008 65</u>
Canadian Government Merchant Marine—			
2	Government Shipbuilding Programme.....		208,590 29
Refunds of Previous Years' Expenditure—Canals—			
4	Welland Ship Canal Construction.....		111,053 52
4	Welland Canal.....		240 00
			<u>111,293 52</u>
	Balance to Capital Account.....		4,449,455 11
			<u>\$ 4,925,347 57</u>

ORDINARY

Canals Revenue (Statement No. 7)—			
F.F.	Hydraulic Rents.....	\$	288,823 59
"	Land Rents.....		164,875 20
"	Transmission Rents.....		10,631 14
"	House Rents.....		10,032 23
"	Elevator Fees.....		241,151 33
"	Miscellaneous.....		115,506 81
			<u>\$ 831,020 30</u>
Miscellaneous Revenue—			
	Casual Revenue.....		10,888 26
	Fines and Forfeitures.....		1,470 96
	Premiums, Discount and Exchange.....		26 28
			<u>12,385 50</u>
Canadian Government Railways—			
	Provident Fund.....		\$ 1,307,282 04

(OVER)

## EXPENDITURE AND REVENUE

EXPENDITURE—*Con.**Collection of Revenue*

D.D. Rev. 278 Canals Staff and Repairs (Statement No. 6).....	2,511,515 81	
Lachine Canal Exchequer Court Award.....	5,394 97	
		<u>2,516,910 78</u>

*Miscellaneous Account*

D.D. inc. 269 St. Lawrence Ship Canal—Surveys and Investigations and Can. Nat. Advisory Committee.....	42,291 63	
E.E. rev. Statute—Railway Grade Crossing Fund—(Statement No. 8).....	317,587 62	
E.E. rev. " Railway Grade Crossing Fund—Unemployment Relief 1930 (Statement No. 8).....	103,212 66	
E.E. rev. " Railway Grade Crossing Fund—Unemployment Relief 1931 (Statement No. 8).....	2,089 48	
4 " Welland Ship Canal—Unemployment Relief 1931.....	95,095 63	
E.E. rev. " Canadian National Railways—Purchase of Ties—Unemploy- ment Relief 1931.....	1,070,988 79	
E.E. rev. " Canadian National Railways—Grade Separation Rouses Point Unemployment Relief 1931.....	64,211 59	
A.A. " Gratuities to Dependents of deceased employees under Chap. 22, Sec. 50, R.S. of Can. 1927.....	1,215 00	
Can. Govt. Rlys. Provident Fund.....	1,307,282 04	
E.E. inc. Royal Commission of Transportation—		
1931-32.....	34,391 94	
1932-33.....	57,993 85	
		<u>92,385 79</u>
		<u>\$3,096,360 23</u>

CANADIAN NATIONAL RAILWAYS—CANADIAN NATIONAL STEAMSHIPS AND MARITIME  
FREIGHT RATES ACT ACCOUNT

B.B. inc. 316 Maritime Freight Rates Act—Miscel. Rlys. (Statement No. 3)	508,233 47	
B.B. 317 Maritime Freight Rates Act—Eastern Lines (Statement No. 3).....	6,635,844 76	
B.B. inc. 317 Eastern Lines Deficits other than occurring from M.F.R.A. (Statement No. 3).....	\$ 1,413,839 87	
B.B. inc. 313 Eastern Lines Deficits other than occurring from M.F.R.A. (1931) Statement No. 3).....	2,080,906 30	10,638,824 40
B.B. inc. 292 Canadian National Railways Deficits 1932.....		53,422,661 67
		<u>\$70,780,263 00</u>

## LOANS AND ADVANCES

2 314 Loan to Canadian Government Merchant Marine Ltd.....	\$ 326,613 14
2 315 Canadian National (West Indies) Steamships.....	753,715 97
2 312 Canadian National (West Indies) Steamships (1931.).....	161,448 46
Canadian National Railways— Balance 1931-32 Loans:—	
For Investment.....	8,077,338 33
For Deficit.....	41,121,216 41

\$50,440,332 31

ACCOUNT, FISCAL YEAR 1932-33—*Con.*

RECEIPTS—*Con.*

<b>Balance Dr. to Investment Canals Account.....</b>	<b>\$ 95,095 63</b>
<b>Balance Dr. to Consolidated Fund Account.....</b>	<b>68,534,479 53</b>
	<b>\$70,780,263 00</b>

LOANS AND ADVANCES

<b>Refunds of Previous Years Expenditure—</b>	
Can. Natl. S.S. Ltd. Loans (Canadian Govt. Merchant Marine Ltd.).....	2,624,280 73
<b>Balance Dr. to Investments Can. Natl. S.S., Can. Govt. Merchant Marine and Canadian National Railways.....</b>	<b>47,816,051 58</b>
	<b>\$50,440,332 31</b>

DEPARTMENTAL CONSOLIDATED FUND ACCOUNT AS AT MARCH 31, 1933

RECEIPTS

Railway Revenue—Schedule F.F.	\$ 391,866,392 09
Canals Revenue	29,974,069 14
Miscellaneous	612,067 53
	<u>\$ 422,452,528 76</u>

Balance of Expenditure over Revenue	355,896,121 26
	<u>\$ 778,348,650 02</u>

PAYMENTS

Administrative Expenditure—Schedule A.A.		\$ 7,248,276 39
Railway Income	B.B.	\$ 102,658,737 33
Railway Revenue	B.B.	444,951,527 36
Railway Subsidies	C.C.	547,610,264 69
Canals Income	D.D.	78,610,471 09
Canals Revenue Staff	D.D.	37,209,828 33
Canals Revenue Repairs	D.D.	29,382,673 00
Miscellaneous Income	F.F.	84,043,158 52
Miscellaneous Revenue	E.E.	54,529,172 31
	E.E.	6,307,307 02
		<u>\$ 778,348,650 02</u>

Proportion of Net Debt of Dominion incurred on account of Department of Railways and Canals		\$ 355,896,121 26
Less—Assets held by Department of Railways and Canals which are included in above—		
Supplies and materials on hand—Schedule 6		\$ 423,248 48
Government Employees Compensation Act Advances to Provincial Boards—Schedule 7		72,667 74
Accounts Receivable—Schedule 8		996,115 73
Advances outstanding		15 00
		<u>1,492,046 95</u>
		<u>\$ 354,404,074 31</u>

SCHEDULES TO THE BALANCE SHEET OF MARCH 31, 1933

SCHEDULE No. 1—INVESTMENTS RELATIVE TO RAILWAYS

CANADIAN GOVERNMENT RAILWAYS—

A. Roads entrusted to Canadian National Railways—

Intercolonial Railway System—

Canada Eastern Railway.....	\$ 819,000 00	
Cape Breton Railway.....	3,860,679 14	
Drummond County Railway.....	1,464,000 00	
Eastern Extension Railway.....	1,324,042 81	
Montreal and European Railway...	333,942 72	
Oxford and New Glasgow Railway.	1,949,063 21	
Intercolonial Railway.....	123,105,281 08	
		<u>132,856,008 96</u>

New Brunswick and Prince Edward Island Railway..	925,266 60	
Prince Edward Island Railway.....	16,992,484 06	
International Railway of New Brunswick.....	2,963,021 87	
National Transcontinental Railway.....	169,259,000 20	
Moncton and Buctouche Railway.....	293,067 16	
Salisbury and Albert Railway.....	437,647 60	
St. Martins Railway.....	302,045 64	
Elgin and Havelock Railway.....	135,029 12	
York and Carleton Railway.....	59,749 15	
Quebec and Saguenay Railway.....	7,772,911 03	
Cararquet and Gulf Shore Railway.....	711,767 38	
Lotbiniere and Megantic Railway.....	360,008 39	
Cape Breton Railway (Extension).....	107,646 73	

Canadian Government Railways—

Rolling Stock.....	35,882,094 75	
Miscellaneous.....	345 00	
		<u>35,882,439 75</u>

Quebec Bridge.....	21,706,664 49	
Miscellaneous.....	148 09	
		<u>21,706,812 58</u>

390,764,906 22

B. Roads not entrusted to Canadian National Railways—

Hudson Bay Railway.....	31,700,190 01	
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Nelson Terminal.....	6,240,200 86	
Churchill Terminal.....	12,735,617 02	
		<u>18,975,817 88</u>

50,676,007 89

OTHER RAILWAYS AND MISCELLANEOUS—

Annapolis and Digby Railway.....	660,683 09	
Central Canada Railway.....	175,000 00	
North Railway.....	250,000 00	
Governor General's cars.....	71,538 82	
Miscellaneous expenditure.....	18,000 00	

Yukon Territory Works, Stikine-Teslin Railway (part of item under Schedule "H" of Public Accounts) ..	283,323 55	
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Canadian Pacific Railway.....	62,791,435 25	
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Grand Trunk Railway—

Debenture Account.....	15,142,633 34	
Interest Account.....	10,457,458 01	
Special Account.....	7,302 18	
Preference Stock.....	121,739 65	

Canadian Northern Railway—

Purchase of Capital Stock.....	10,000,000 00	
--------------------------------	---------------	--

Loans to Railways per Schedule "L" and "E" of Public Accounts and page... of this report.

Canadian Northern Railway.....	255,408,804 28	
Grand Trunk Railway.....	118,582,182 33	
Grand Trunk Pacific Railway.....	116,006,599 08	
Canadian National Railways.....	113,281,207 65	

Loans to Railways—

Purchase of equipment.....	56,926,000 82	
		<u>660,204,794 16</u>

760,183,908 05

\$ 1,201,624,822 16

SCHEDULE No. 2—CANADIAN NATIONAL STEAMSHIPS (LOANS)

Canadian Government Merchant Marine Ltd.....	\$ 11,842,245 89	
--	------------------	--

Canadian National (West Indies) Steamships Ltd.....	3,525,285 03	
		<u>\$ 15,367,530 92</u>

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## SCHEDULE No. 3—CANADIAN GOVERNMENT MERCHANT MARINE

Government shipbuilding program.....	54,804,494 81	
Residue of cost of steamer <i>Sheba</i> .....	78,610 58	
Residue of capital cost of ss. <i>Drummond</i> and <i>McKee</i> .....	851,853 24	
		\$ 55,734,958 63

## SCHEDULE No. 4—INVESTMENTS RELATIVE TO CANALS

<i>Quebec Canals System—</i>		
Carillon and Grenville Canal.....	\$ 4,191,756 51	
St. Anne's Lock.....	1,320,215 63	
Chambly Canal.....	780,996 52	
St. Ours Lock.....	735,964 04	
Lachine Canal.....	13,989,873 76	
Lake St. Louis.....	298,176 11	
Beauharnois.....	1,636,029 29	
Soulanges Canal.....	7,899,944 53	
		30,852,956 39
<i>Ontario-St. Lawrence System—</i>		
Lake St. Francis.....	75,906 71	
Cornwall.....	7,245,804 21	
Williamsburg.....	1,334,551 80	
Farrans Point.....	877,090 57	
Galops.....	6,143,468 11	
Rapide Plat.....	2,159,880 80	
		10,514,991 28
<i>Ontario-St. Lawrence River Canals—</i>		
North Channel.....	1,995,142 87	
River Reaches.....	483,830 20	
Galops Channel.....	1,039,895 65	
		3,518,868 72
St. Lawrence Ship Canal.....		21,355,570 92
St. Peters.....		133,896 80
Rideau.....		648,547 14
Tay.....		4,214,212 99
Murray.....		489,599 23
Trent.....		1,248,946 71
Welland.....		19,953,625 99
Welland Ship Canal.....		29,903,157 61
Prescott Elevator.....		129,088,846 52
Sault Ste. Marie Canal.....		4,715,325 43
Culbute Lock Dam.....		4,935,809 42
Canals General.....		382,391 46
		34,966 69
		\$ 247,957,853 30

SCHEDULE No. 5—CANADIAN GOVERNMENT RAILWAYS  
"OPEN" AND "STORES" ACCOUNTS

<i>Canadian Government Railways—</i>		
"Open Accounts".....	\$ 6,042,932 52	
"Stores Accounts".....	9,757,420 40	
St. John and Quebec Railway—		
"Stores Accounts".....	2,590 94	
		15,802,943 86
St. John and Quebec Railway—		
"Open Accounts" "Cr.".....	54,022 26	
		15,748,921 60

## SCHEDULE No. 6—MATERIALS AND SUPPLIES ON HAND

Stationery Branch.....	\$ 9,570 16	
Ontario-St. Lawrence Canals Stores.....	73,170 09	
Carillon and Grenville Canals Stores.....	\$ 10,662 39	
Chambly Canal Stores.....	11,636 31	
Dredging Fleet Stores.....	10,645 61	
Lachine Canal Stores.....	20,006 03	
Soulanges Canal Stores.....	25,820 76	
St. Anne's Lock Stores.....	3,016 39	
St. Ours Lock Stores.....	1,974 96	
		83,762 45
Rideau Canal Stores.....	18,341 23	
Sault Ste. Marie Canal Stores.....	17,133 41	
Trent Canal Stores.....	52,661 22	
Welland Canal Stores.....	24,596 29	
Welland Ship Canal Stores.....	113,117 13	
Port Colborne Elevator Stores.....	24,848 68	
Prescott Elevator Stores.....	6,047 82	
		\$ 423,248 48

SCHEDULE No. 7—GOVERNMENT EMPLOYEES COMPENSATION ACT  
 ADVANCES TO PROVINCIAL BOARDS

Workmen's Compensation—		
Board of Nova Scotia.....	\$	12,457 11
Board of New Brunswick.....		13,642 49
Commission of Quebec.....		273 35
Board of Ontario.....		12,287 04
Board of Manitoba.....		17,092 52
Board of Saskatchewan.....		7,597 75
Board of Alberta.....		4,130 16
Board of British Columbia.....		5,187 29
	\$	<u>72,667 71</u>

SCHEDULE No. 8—ACCOUNTS RECEIVABLE

Capital Appropriations—		
Hudson Bay Railway Churchill Terminals...\$	10,237 11	
Welland Ship Canal Construction.....	327,268 88	
Canadian Government Railways—		
Shipbuilding program.....	80,000 00	
		417,505 99
Consolidated Fund.....		63,096 61
Canals Revenue.....		515,513 13
		\$ <u>996,115 73</u>

DETAILS OF RECEIPTS AND EXPENDITURES

STATEMENT No. 1 (A)—Hudson Bay Railway (Railway Only)

DISTRIBUTION OF CAPITAL EXPENDITURE—FISCAL YEAR 1932-33

Classification of Expenditure	Total Expenditure Fiscal Year 1932-33	
	\$	cts.
<i>Road—</i>		
1. Engineering.....	25,783	22
2. Land for transportation purposes.....		39 25
3. Grading.....	18,301	33
6. Bridges, trestles and culverts.....	27,991	67
8. Ties.....	129,157	03
9. Rails.....	1,713	40
10. Other track material.....	3,470	13
11. Ballast.....	214,620	49
12. Track laying and surfacing.....	46,333	89
15. Crossings and signs.....		285 98
16. Station and office buildings.....	3,366	84
17. Roadway buildings.....	2,603	52
18. Water Stations.....	3,790	29
20. Shops and enginehouses.....		69 33
26. Telegraph and telephone lines.....	9,192	76
40. Revenue and operating expenses.....	68,859	11
43. Other Expenditures—Road.....		52 85
47. Unapplied construction materials.....	56,417	14
<b>Total Road.....</b>	<b>\$</b>	<b>499,135 45</b>
<i>General Expenditure—</i>		
72. General officers and clerks.....	5,486	24
74. Stationery and printing.....	909	41
77. Other Expenditures—General.....		34 44
<b>Total general expenses.....</b>	<b>\$</b>	<b>6,361 21</b>
<b>Total Construction Cost.....</b>	<b>\$</b>	<b>505,496 66</b>

Expenditure charged to Vote No. 90..... \$ 510,573 96  
 Less Refunds to previous years expenditure..... 5,077 30

\$ 505,496 66

See Appendix No. 10 for total expenditure to date.

## STATEMENT No. 1 (B)—Hudson Bay Railway (Churchill Terminals)

## DISTRIBUTION OF CAPITAL EXPENDITURE—FISCAL YEAR 1932-33

Classification of Expenditure	Total Expenditure Fiscal Year 1932-33	
	\$	cts.
Land expropriation.....	27,680	56
Floating plant.....	10,184	14
Land plant.....		
Air equipment.....		
Contractor's estimates.....	599,474	70
Work performed by railway forces.....	8,944	39
Payrolls.....	308,665	79
Materials and supplies.....	55,494	63
Land transportation.....	85,247	28
Water freight.....		
Air freight.....		
Other expenses.....	38,800	81
Advances.....		
Rental of equipment.....	2,598	88
	1,129,898	42
Expenditure charged to Vote No. 90.....	\$ 1,148,237	99
Less Refunds to previous years expenditure.....	18,339	57
	\$ 1,129,898	42

See Appendix No. 10 for total expenditure to date.

## STATEMENT No. 2—Welland Ship Canal Construction

## DISTRIBUTION OF CAPITAL EXPENDITURE—FISCAL YEAR 1932-33

Classification of Expenditure	Total Expenditure Fiscal Year 1932-33	
	\$	cts.
Headquarters General Engineering and Suspense Accounts.....	171,199	75
Right of way.....	3,117	95
General construction, including locks, bridges, gateway, power house, etc.....	2,854,276	99
Construction railway.....	15,066	93
Capital expenditure chargeable to Unemployment Relief.....	3,013,527	76
	95,095	63
	\$ 3,108,623	39
Expenditure charged to Vote No. 92.....	\$ 3,122,469	46
“ “ Exchequer Court award.....	2,111	82
“ “ Unemployment Relief.....	95,095	63
	\$ 3,219,676	91
Less refunds to previous years expenditure.....	111,053	52
	\$ 3,108,623	39

See Appendix No. 11 for total expenditure to date.

STATEMENT No. 3—Maritime Freight Rates Act

DISTRIBUTION OF EXPENDITURE—FISCAL YEAR 1932-33

	Total Expenditure Fiscal Year 1932-33	
	\$	cts.
<b>Railways other than Canadian National Railways—</b>		
Canada and Gulf Terminal Railway.....	1,632	98
Canadian Pacific Railway, including Fredericton and Grand Lake Coal and Railway Co., and New Brunswick Coal and Railway Co.....	182,772	87
Cumberland Railway and Coal Co.....	22,341	64
Dominion Atlantic Railway.....	122,827	92
Maritime Coal, Railway and Power Co.....	19,334	81
Sydney and Louisburg Railway Co.....	146,565	36
Temiscouata Railway Co.....	12,757	89
	508,233	47
<b>Canadian National Railways—</b>		
Eastern Lines, 20 per cent reduction in tolls.....	1,413,839	87
Total 20 per cent reduction in tolls.....	1,922,073	34
<b>Canadian National Railways—</b>		
Eastern Lines deficits (other than occurring from Maritime Freight Rates Act).....	6,635,844	76
Eastern Lines deficits (other than occurring from Maritime Freight Rates Act), 1931.....	2,080,906	30
	10,638,824	40

NOTE.—Expenditure relative to railways under the Maritime Freight Rates Act—Fiscal Year 1932-33 cover the Railway Companies to December 31, 1932.

See Appendix No. 14 for total expenditure to date.

STATEMENT No. 4—Canals Income Appropriations

DISTRIBUTION OF EXPENDITURE—FISCAL YEAR 1932-33

Classification of Expenditure	Total Expenditure Fiscal Year 1932-33	
	\$	cts.
<b>Murray Canal—</b>		
Concrete walls C.N.R. bridge.....	1,350	36
“ Smithfield bridge.....	1,191	64
“ Brighton Road bridge.....	1,084	44
“ Public wharf.....	1,208	34
		4,834 78
<b>Port Colborne Elevator—</b>		
Repairs to walls marine towers and elevator.....		1,179 73
<b>Carillon and Grenville Canal—</b>		
Wooden flat scow.....	2,295	11
Steel stop logs.....	5,531	10
		7,826 21
<b>Lachine Canal—</b>		
Renew wharf at lower entrance to North Lock No. 1.....		12,376 12
<b>St. Anne's Lock—</b>		
Resurfacing concrete old crib pier.....		715 98
<b>Rideau Canal—</b>		
Swing bridges at Merrickville.....		8,933 93
<b>Trent Canal—</b>		
Dam at Lock No. 22.....	835	42
Dredging and drilling channel above Bobcaygeon.....	22,561	91
Replace swing span above Lock 19.....		
Erection of lockmaster's houses (2).....	9,026	83
Concrete superstructure for wharves (3).....	5,924	68
Concrete dam, outlet at Percy Lake.....	3,061	62
Concrete dam, Crooked lake outlet.....	3,721	65
Occulting gas lights to replace coal oil lamps in five lighthouses.....	1,817	85
Electric lighting at five locks.....	786	14
Five watch-houses at locks and bridges.....	728	05
Rebuild and repair reservoir lake dam.....	2,913	19
Miscellaneous surveys and investigations.....	235	37
		51,612 71

STATEMENT No. 4—Canals Income Appropriations—*Concluded*DISTRIBUTION OF EXPENDITURE—FISCAL YEAR 1932-33—*Concluded*

Classification of Expenditure			Total Expenditure Fiscal Year 1932-33
	\$	cts.	
Welland Canal—			
Unwatered Canal—			
Repair East Pier at Port Dalhousie.....	4,816	89	
Earth fill highway crossings.....	2,508	74	
Old Welland Canal—			
Earth fill Locks 9 and 15.....	1,121	16	
Feeder Canal—			
Earth fill, highway crossing, Bird road, Moulton.....	1,652	51	
Construct pavement, etc., No. 3 weir at Dunnville.....	5,275	79	
Renew superstructure bridge at Dunnville.....	6,265	14	
Earth fill, Canal St. W., Dunnville.....	1,164	04	
			22,804 27
Welland Ship Canal—			
St. Catharines dock.....	14,073	29	
St. Catharines freight-shed.....	11,153	87	
Fill at Welland.....		362 23	
Welland dock.....	99,269	85	
			124,864 24
			\$ 235,147 97

## STATEMENT No. 5—Government Employees' Compensation Act, Chapter 30, Revised Statutes, 1927

## STATEMENT OF EXPENDITURE—FISCAL YEAR 1932-1933

Board	Dominion expenditure including amounts advanced	Interest earned by Boards	Total Board receipts	Disbursements under the Act				Changes advance Accounts
				Compensation, Pensions, etc.	Proportion of Administration expenses	Refund of accrued interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	19,811 16		19,811 16	14,699 17	5,840 41		20,539 58	728 42
New Brunswick...	20,769 20		20,769 20	10,546 06	9,236 32		19,782 38	986 82
Ontario.....	63,074 54		63,074 54	63,343 16	3,561 84		66,905 00	3,820 46
Manitoba.....	41,880 59	248 10	42,128 69	31,355 30	6,649 95	393 05	38,398 30	3,730 39
Saskatchewan.....	297 78	297 78	595 56	720 98	82 08	297 78	1,100 84	505 28
Alberta.....	20,723 66	165 89	20,889 55	15,688 45	1,595 40	324 78	17,608 63	3,280 92
British Columbia..	19,021 66	182 53	19,204 19	15,676 54	1,471 52		17,148 06	2,056 13
Quebec Commission				2,851 76	1,564 34		4,416 10	4,416 10
Province of Prince Edward Island..	41 00		41 00	41 00			41 00	
Province of Quebec	30,704 89		30,704 89	30,704 89			30,704 89	
Province of Ontario (Medical Aid)...	1,665 42		1,665 42	1,665 42			1,665 42	
Miscellaneous.....	15,956 95		15,956 95	435 50	15,521 45		15,956 95	
	202,032 95	894 30	202,927 25	186,857 23	14,480 41	1,015 61	202,353 25	574 00

STATEMENT No. 5—Government Employees' Compensation Act, Chapter 30,  
Revised Statutes, 1927—Continued

NUMBER OF CLAIMS ON WHICH PAYMENTS WERE MADE AND AMOUNTS DISBURSED  
IN COMPENSATION, MEDICAL AID AND PENSIONS  
FISCAL YEAR 1932-1933

NOVA SCOTIA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pensions	Total	
Agriculture.....	2			2	\$ 162 67
Fisheries.....	2	4		6	352 28
Indian Affairs.....		1		1	27 50
Interior.....	1			1	20 60
Marine.....	9	6	2	17	1,135 04
National Defence.....	5	3	5	13	2,762 51
Pensions and National Health (Pensions)	2		1	3	137 90
Post Office.....	1	5		6	96 25
Public Works.....	65	9	11	85	10,004 42
	87	28	19	134	14,699 17

NEW BRUNSWICK BOARD

Fisheries.....	7	1	2	10	4,083 69
Marine.....	7	1		8	881 85
National Defence.....	1			1	27 00
Post Office.....		3	2	5	931 50
Public Works.....	16	4	4	24	4,622 02
	31	9	8	48	10,546 06

ONTARIO BOARD

Agriculture.....	10	5	1	16	1,644 60
Justice.....		3	1	4	665 00
Marine.....			12	12	5,909 00
Mines.....	1			1	28 03
National Defence.....	2	3	5	10	1,672 85
National Revenue.....		6	2	8	1,851 51
Pensions and National Health.....			9	9	2,154 00
Post Office.....	1	25	2	28	2,486 50
Public Printing and Stationery.....	3	1		4	502 90
Public Works.....	20	9	18	47	12,867 97
Railways and Canals.....	63	40	54	157	33,143 05
Trade and Commerce.....	1		1	2	417 75
	101	92	105	298	63,343 16

MANITOBA BOARD

Agriculture.....	2			2	710 69
Immigration and Colonization.....		1		1	3 75
Interior.....	28	4	6	38	7,045 62
Justice.....		1		1	154 00
Mines.....			1	1	426 36
National Revenue.....		3	1	4	1,498 43
Pensions and National Health.....			1	1	144 00
Post Office.....	2	19		21	736 87
Public Works.....	13	5	8	26	3,958 34
Railways and Canals—Hudson Bay Terminals.....	8	1	9	18	6,766 57
Hudson Bay Railway.....	29	9	9	47	9,084 95
Trade and Commerce.....	4	3	1	8	825 72
	86	46	36	168	31,355 30

STATEMENT No. 5—Government Employees' Compensation Act, Chapter 30,  
Revised Statutes, 1927—Continued

## SASKATCHEWAN BOARD

Department	Number of Claims			Disbursements
	Compensation and Medical Aid	Medical Aid only	Pensions	
Agriculture.....		4		\$ cts. 81 00
Interior.....	13		1	419 23
Mines.....		1		22 00
Post Office.....	1	16		191 25
Trade and Commerce.....		2		7 50
	14	23	1	720 98

## ALBERTA BOARD

Agriculture.....		3	2	5	754 92
Immigration and Colonization.....		1		1	18 00
Indian Affairs.....			1	1	420 00
Interior.....	68	20	11	99	10,979 28
Mines.....			1	1	420 00
Post Office.....	4	19		23	465 29
Public Works.....	11	7	1	19	1,983 28
Trade and Commerce.....	4	11		15	647 68
	87	61	16	164	15,688 45

## BRITISH COLUMBIA BOARD

Agriculture.....	2	8	0	10	135 80
Biological Board of Canada.....		1		1	9 00
Fisheries.....	3	6	4	13	1,821 07
Indian Affairs.....		1	1	2	759 16
Interior.....	32	17	2	51	4,436 01
Justice.....	1	2		3	283 16
Marine.....	2	36		38	1,707 47
National Defence.....	4	12		16	454 42
National Revenue.....		5	1	6	632 75
Pensions and National Health (National Health).....			1	1	420 00
Post Office.....	2	36		38	807 27
Public Works.....	22	13	6	41	4,205 43
Trade and Commerce.....		1		1	5 00
	68	138	15	221	15,676 54

## QUEBEC COMMISSION

Marine.....	6			6	435 20
National Defence.....					7 00
Public Works.....	23		1	24	2,321 22
Post Office.....					65 95
Railways and Canals.....	1		1	2	168 27
	30		2	32	2,851 76

## PROVINCE OF PRINCE EDWARD ISLAND

Agriculture.....		1		1	9 00
Public Works.....	2			2	32 00
	2	1		3	41 00

STATEMENT No. 5—Government Employees' Compensation Act, Chapter 30,  
Revised Statutes, 1927—Concluded

PROVINCE OF ONTARIO

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pensions	Total	
Agriculture.....		5		5	\$ cts. 31 50
Fisheries.....		1		1	3 00
Immigration and Colonization.....		1		1	9 75
Interior.....		3		3	29 00
Marine.....		2		2	16 50
Mines.....		5		5	55 00
National Defence.....		3		3	43 00
National Revenue.....		1		1	13 00
Pensions and National Health.....		1		1	5 00
Post Office.....		15		15	125 50
Printing and Stationery.....		4		4	40 70
Public Works.....		9		9	69 00
Railways and Canals.....		257		257	1,224 47
		307		307	1,665 42

PROVINCE OF QUEBEC

Agriculture.....		3	2	5	838 68
Interior.....		1	1	2	1,199 54
Justice.....		3		3	788 15
Marine.....	27	114	15	156	9,981 90
National Defence.....	8	9	3	20	1,674 30
National Revenue.....		2		2	39 00
Pensions and National Health (Pensions)		1		1	3 50
Post Office.....	4	41	3	48	2,551 46
Public Works.....	52	29	9	90	11,192 48
Railways and Canals.....	19	30	2	51	2,435 88
	110	233	35	378	30,704 89

MISCELLANEOUS

Interior.....					15 50
Marine.....					420 00
					435 50

SUMMARY

Agriculture.....	16	29	5	50	4,368 86
Biological Board of Canada.....		1		1	9 00
Fisheries.....	12	12	6	30	6,260 04
Immigration and Colonization.....		3		3	31 50
Indian Affairs.....		2	2	4	1,206 66
Interior.....	142	45	21	208	24,113 78
Justice.....	1	9	1	11	1,890 31
Marine.....	51	159	29	239	19,646 96
Mines.....	1	6	2	9	951 39
National Defence.....	20	30	13	63	6,627 08
National Revenue.....		17	4	21	4,034 69
Pensions and National Health (Health Branch)			1	1	420 00
Pensions and National Health (Pensions)	2	2	11	15	2,444 40
Post Office.....	15	179	7	201	8,325 96
Printing and Stationery.....	3	5		8	543 60
Public Works.....	224	85	58	367	51,256 16
Railways and Canals (Canals).....	83	327	57	467	36,971 67
Hudson Bay Railway.....	29	9	9	47	9,084 95
Hudson Bay Terminals.....	8	1	9	18	6,766 57
Trade and Commerce.....	9	17	2	28	1,903 65
	616	938	237	1,791	186,857 23

STATEMENT No. 6—Distribution of Expenditure Chargeable to Vote No. 278 Canals Staff and Repairs, Fiscal Year 1932-33

	General expenses	Locks	Bridges	Canal reaches	Water control	Wharves, piers, etc.	Land plant	Floating plant	Stores suspense account	Totals		
										Staff	Repairs	Canal total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
QUEBEC CANALS SYSTEM—	32,548 77									32,548 77		32,548 77
Head Office.....												
Carillon and Grenville Canal.....	13,194 09	34,344 30	113 46	15,447 97	94 70	65 03	3,453 77	847 10	1,428 79	28,304 93	37,827 30	66,132 23
Chambly Canal.....	12,629 86	28,272 93	14,242 43	8,882 11	216 13	67 32	13,439 82	5,279 21	890 96	46,723 58	37,197 19	83,920 77
St. Anne's Lock.....	2,794 30	13,227 99	2 25	302 27		32 92	613 96	138 96	219 34	7,018 60	10,323 39	17,341 99
St. Ours Lock.....	2,356 66	1,757 26	41 58			135 54	1,531 31	1,122 06	56 91	4,416 58	2,470 92	6,887 50
Lachine Canal.....	46,347 25	94,240 32	83,742 42	37,119 08	10,044 77		54,729 26	9,114 78	2,650 41	180,665 60	152,141 87	332,807 47
Soulanges Canal.....	14,332 63	41,393 13	15,515 84	5,885 10	897 82		26,714 00	16,675 24	1,381 53	63,015 76	57,016 47	120,032 23
Dredge vessels.....	5,188 49						71 23	35,824 23	250 95	10,397 98	30,435 02	40,833 00
Hungry Bay Dyke—St. Barbe repairs.....	7,332 95									7,332 95		7,332 95
Beauharnois Canal (new).....	9,815 21									9,815 21		9,815 21
ONTARIO ST. LAWRENCE SYSTEM—												
Prescott Elevator.....	80,246 58							8,062 25	2,179 72	52,879 51	25,187 35	78,066 86
Head Office.....	29,600 29									29,600 29	8,062 25	37,662 54
Cornwall Canal.....	50,477 10	63,683 81	7,836 12	12,866 94		456 03	15,623 51	4,366 29	9,116 66	101,565 23	44,687 91	146,193 14
Williamsburg Canal.....	8,634 64	45,610 00	7,607 52	7,025 62		37 40	3,979 98	3,007 93		54,971 61	20,931 48	75,903 09
St. Peters Canal.....	2,059 42	3,552 86	1,496 82	1,455 45		76 53	343 39	791 58		6,350 57	3,425 48	9,776 05
Rideau Canal.....	23,664 88	68,946 55	18,044 28	2,691 94		2,240 37	4,110 40	22,806 25	1,464 48	99,242 12	56,279 62	155,521 74
Murray Canal.....	2,927 49	5,414 77	5,414 77	1,754 82		376 87	93 25	161 61		6,983 79	3,745 02	10,728 81
Trent Canal.....	69,899 48	68,897 28	29,534 78	11,329 29	17,220 25	1,186 89	5,213 20	14,137 34	4,187 60	106,722 89	46,508 02	213,230 91
Welland Canal.....	35,884 60	864 88	2,876 65	4,360 88	15,400 95	136 09	15,139 41	3,335 57	11,282 55	50,664 77	16,051 71	66,716 48
Welland Ship Canal.....	99,117 57	191,886 43	111,780 88	2,450 79	6,479 88	1,146 49	309,995 18	16,003 28		349,626 32	389,234 18	738,860 50
Port Colborne Elevator.....	122,607 57								987 63	83,810 77	39,784 43	123,595 20
Sault Ste. Marie Canal.....	15,579 14	15,415 01		104 18	1 28		13,328 19	3,177 23		37,377 19	12,733 75	50,110 94
Churchill Terminals.....	87,497 43									87,497 43		87,497 43
Totals.....	774,737 00	672,092 75	298,249 80	111,676 44	64,837 33	8,820 41	468,379 86	144,850 91	32,128 69	1,510,139 50	1,001,376 31	2,511,515 81

STATEMENT No. 7—Distribution of Canals Revenue Received, Fiscal Year 1932-33

Canal	Hydraulic rents	Land rents	Trans- mission rents	House rents	Elevator fees	Miscel- laneous	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>WELLAND CANAL SYSTEM—</b>							
Welland Canal.....	93,768 70	13,878 72	2,736 67	1,578 00		2,388 67	114,350 76
Welland Ship Canal.....	3,982 01	5,060 82	1,376 71	864 00		99,073 87	110,357 41
<b>ST. LAWRENCE CANALS—</b>							
Lachine Canal.....	41,322 50	134,650 75	3,784 80	470 00		13,555 34	193,783 39
Beauharnois Canal.....	13,230 00	490 81	32 00				13,752 81
Soulanges Canal.....	3,000 00	268 91	561 00	276 00			4,105 91
Cornwall Canal.....	39,315 00	1,134 50	178 52	192 00		387 97	41,207 99
Williamsburg Canal.....	1,225 88	282 63	64 00	304 00			1,876 51
CHAMBLY CANAL.....	20 00	382 00	172 40	684 00		8 90	1,267 30
<b>OTTAWA RIVER CANALS—</b>							
Carillon and Grenville Can- als.....	1,010 00	301 12	79 54	230 00		4 56	1,625 22
Chats Falls Canal.....		1 00					1 00
St. Anne's Lock.....		323 00	86 00	60 00			469 00
Rideau Canal.....	813 50	6,404 37	755 50	2,233 00		60 00	10,264 37
St. Peter's Canal.....		52 12	25 00	96 00			173 12
Murray Canal.....		27 00	7 00	240 00			274 00
Trent Canal.....	91,086 00	1,402 45	754 00	2,709 23		27 50	95,979 18
Sault Ste. Marie Canal.....	50 00	51 00	20 00	96 00			217 00
Port Colborne Elevator.....					201,745 29		201,745 29
Prescott Elevator.....					28,166 19		28,166 19
Churchill Elevator.....					11,239 85		11,239 85
Miscellaneous.....		164 00					164 00
<b>Totals.....</b>	<b>288,823 59</b>	<b>164,875 20</b>	<b>10,631 14</b>	<b>10,032 23</b>	<b>241,151 33</b>	<b>115,506 81</b>	<b>831,020 30</b>

STATEMENT No. 8—Railway Grade Crossing Fund Expenditure, Fiscal Year 1932-33

Payments to	Total Expenditure Fiscal Year 1932-33
	\$ cts.
<b>Expenditure from Railway Grade Crossing Fund, Chapter 170 (Section 262, Revised 1927)</b>	
Canadian National Railways.....	74,633 52
Canadian Pacific Railway Co.....	41,894 48
Toronto Terminals Railway Co.....	6,000 00
Dominion Atlantic Railway Co.....	80 41
Department of Highways:—	
(1) Nova Scotia.....	32,381 69
(2) Ontario.....	36,162 37
Department of Public Works:—	
(1) Alberta.....	11,011 13
(2) Manitoba.....	2,367 87
Department of Roads—Quebec.....	48,107 59
Department of Northern Development.....	27,648 72
City of Oshawa.....	3,130 58
City of Shawinigan.....	25,116 00
Municipality of Albion, Ont.....	490 14
Rural Municipality of Woodworth, Kenton, Man.....	677 34
Good Roads Board, Man.....	7,885 78
<b>Total.....</b>	<b>317,587 62</b>
<b>Expenditure from grant of \$500,000, out of funds provided for Unemployment Relief, 1930 (Railway Grade Crossing Fund)</b>	
Canadian National Railways.....	102,768 95
Canadian Pacific Railway Co.....	443 71
<b>Total.....</b>	<b>103,212 66</b>
<b>Expenditure from grant of \$500,000 out of funds provided for Unemployment Relief, 1931 (Railway Grade Crossing Fund)—</b>	
Department of Public Works—British Columbia.....	2,089 48

SCHEDULES to Departmental Consolidated Fund Account as at March 31, 1933

	Schedule "AA", Government Appropriations		Schedule "BB" Railways Income and Revenue Expenditure		Schedule "CC" Railway Subsidies		Schedule "DD" Canals Income, Staff and Repairs Expenditure			Schedule "EE" Miscellaneous Income and Revenue Expenditure		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$		cts.
Minister's Salary Statute.....	386,000	74										386,000 74	
Civil Government Salaries.....	5,957,170	58										5,957,170 58	
Civil Government Contingencies.....	883,806	51										883,806 51	
Salary Deduction Act.....	19,993	56										19,993 56	
Miscellaneous Civil Service Gratuities.....	1,215	00										1,215 00	
Annapolis and Digby Railway.....			8,381	82								8,381 82	
Intercolonial Railway.....			280,000	00								280,000 00	
Can. Govt. Ry's., Settlement of Military Claims.....			79,043	33								79,043 33	
Can. Govt. Ry's., to Supplement Pension Allowance.....			461,995	78								461,995 78	
Can. Govt. Ry's., Quebec Bridge.....			203,931	57								203,931 57	
Maritime Freight Rates Act.....			48,202,783	16								48,202,783 16	
Canadian National Railways Deficits.....			53,422,601	67								53,422,601 67	
Can. Govt. Ry's., Working Expenses.....			444,767,347	13								444,767,347 13	
Hudson Bay Railway.....			149,700	84								149,700 84	
Hudson Bay Railway—Nelson Terminal.....			34,017	02								34,017 02	
Hudson Bay Railway—Churchill Ter- minal.....			402	37				87,497	43			87,899 80	
Railway Subsidies as detailed in Annual Report for year ending March 31, 1930, Less Canada Central Railway.....					78,785,471	06						78,785,471 06	
					175,000	00						175,000 00	
					78,610,471	09						78,610,471 09	
Quebec Canals System— Carillon and Grenville.....							493,424	27	1,288,413	71	1,251,953	30	3,083,791 28
St. Anne's Lock.....							149,060	65	211,954	88	223,966	29	585,011 82
Chambly.....							1,070,099	25	1,749,178	95	1,693,659	76	4,512,937 96
St. Ours Lock.....							178,366	98	194,857	36	181,223	98	594,447 92
Lachine.....							2,077,939	08	5,030,402	76	4,794,365	54	11,902,698 38
Lake St. Louis.....							265,810	84	649,574	89	525,691	23	1,441,076 96
Beauharnois, Old " New.....							9,815	21	9,815	21			9,815 21
Soulanges.....							535,650	81	1,350,603	72	1,695,065	80	3,581,320 33
Ontario—St. Lawrence Canals System— Lake St. Francis.....							27,028	08	3,219,388	11	2,084,488	88	27,028 08
Cornwall.....							646,414	90	1,487,340	40	1,087,331	17	5,950,301 79
Williamsburg.....							396,175	43	1,487,340	40	1,087,331	17	2,970,847 00
Farrans Point.....													
Galops.....													
Rapide Plat.....													



## SCHEDULE "FF" TO CONSOLIDATED REVENUE FUND ACCOUNT—RAILWAYS AND CANALS REVENUE RECEIPTS (BY YEARS)

Year	Miscellaneous		Canals		Canadian Government Railways		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1868			403,879	19	420,752	58	824,631	77
1869			400,263	32	455,022	76	855,286	08
1870			414,687	02	471,245	09	885,932	11
1871			488,538	76	565,713	52	1,054,252	28
1872			466,847	52	622,900	56	1,089,748	08
1873			486,433	26	703,458	26	1,189,891	52
1874			510,755	99	893,430	17	1,404,186	16
1875			414,979	59	886,087	42	1,301,067	01
1876			390,337	04	966,922	42	1,357,259	46
1877			390,857	37	1,285,110	27	1,675,967	64
1878			373,814	17	1,514,846	38	1,888,660	55
1879			337,675	13	1,419,955	60	1,757,630	73
1880			341,598	14	1,739,137	25	2,080,735	39
1881		44 62	361,558	17	2,200,486	25	2,562,089	04
1882		210 00	325,231	54	2,237,583	39	2,563,024	93
1883		75 70	361,604	01	2,541,205	41	2,902,885	12
1884		0 04	372,561	69	2,551,937	97	2,924,499	70
1885			321,289	47	2,624,243	07	2,945,532	54
1886		510 29	328,977	43	2,629,336	35	2,958,824	07
1887			321,784	88	2,840,747	88	3,162,532	76
1888		1,005 00	317,902	04	3,166,253	22	3,485,160	26
1889		80 04	333,188	90	3,167,542	67	3,500,811	61
1890		658 58	354,816	92	3,203,874	11	3,559,349	61
1891		2,186 29	349,431	90	3,181,888	56	3,533,506	75
1892		375 36	324,475	24	3,136,393	51	3,461,244	11
1893		20 50	357,089	87	3,262,505	62	3,619,615	96
1894		926 60	387,788	97	3,179,019	57	3,567,735	14
1895		2,092 41	339,890	49	3,129,450	37	3,471,433	27
1896		10,462 12	339,538	72	3,140,678	47	3,490,676	31
1897		4,572 47	384,780	53	3,060,074	38	3,449,427	38
1898		9,016 75	407,662	81	3,313,847	10	3,730,526	66
1899		4,882 34	369,044	38	3,940,570	11	4,314,496	83
1900		2,475 41	322,642	86	4,774,161	87	5,099,280	14
1901		420 80	315,425	69	5,213,381	24	5,529,227	73
1902		22,651 87	300,413	68	5,918,990	43	6,242,055	98
1903		4,528 50	230,213	15	6,584,598	77	6,819,340	42
1904		5,135 61	79,536	51	*6,627,255	51	6,711,927	63
1905		7,695 01	78,009	21	7,050,892	11	7,136,596	33
1906		8,260 75	108,067	76	7,950,552	97	8,066,681	48
1907		3,438 67	105,003	15	6,509,186	49	6,617,628	31
1908		22,686 13	144,882	13	9,534,569	04	9,702,137	30
1909		6,457 40	199,501	26	8,894,420	42	9,100,379	08
1910		13,051 42	193,409	28	9,647,963	71	9,854,424	41
1911		5,367 46	221,138	49	10,249,394	38	10,475,900	33
1912		41,488 07	263,716	75	11,034,165	83	11,339,370	65
1913		13,267 80	307,567	66	12,442,203	46	12,763,038	92
1914		19,411 51	380,188	06	13,394,317	37	13,793,916	94
1915		3,604 02	427,763	14	12,149,357	32	12,580,724	48
1916		7,896 45	446,722	21	18,427,908	65	18,882,527	31
1917		21,352 37	461,423	14	23,539,758	61	24,022,534	12
1918		3,455 78	414,868	22	27,240,956	87	27,659,280	87
1919		7,942 48	387,654	90	38,013,725	69	38,409,323	07
1920		6,266 33	441,926	36	41,402,061	36	41,850,254	05
1921		14,439 29	365,941	36	36,814,349	70	37,194,730	35
1922		5,692 10	804,515	58	†		810,207	68
1923		26,897 85	742,404	13			769,301	98
1924		52,166 69	897,412	22			949,578	91
1925		33,123 86	907,650	33			940,774	19
1926		24,049 34	920,900	00			944,949	34
1927		16,858 07	961,694	09			978,552	16
1928		25,708 14	1,355,677	46			1,381,385	60
1929		18,328 57	1,230,332	55			1,248,661	12
1930		84,553 66	1,043,646	87			1,128,200	53
1931		13,815 31	1,026,670	83			1,040,486	14
1932		20,076 20	976,845	35			996,921	55
1933		12,385 50	831,020	30			843,405	80
		612,067 53	29,974,069 14		391,866,392 09		422,452,528 76	

\*Canal Tolls abolished this year.

†Under authority of item 341, chap. 54, 1921, the receipts and revenues of the Canadian Government Railways were, from Jan. 1, 1921, applied by the management toward payment of working expenditures. Miscellaneous: Includes Casual Revenue, Fines and Forfeitures and Premiums, Discounts and Exchange, not previously credited in Departmental Consolidated Fund account.

## APPENDICES

### REPORT OF THE COMPTROLLER

#### APPENDIX No. 1.—Reconciliation—Public Accounts with Canadian National Railways balance sheet in respect of the Investment in Canadian Government Railways and Cash assistance to Canadian National Railways.

**1. PUBLIC ACCOUNTS AT MARCH 31, 1933—**

*A. Canadian Government Railways—*

Schedule "G" (part) . . . . .	\$ 390,764,906 22
Schedule "E" (part) . . . . .	15,748,921 60

**Total Canadian Government Railways . . . . . \$ 406,513,827 82**

*B. Canadian National Railways—*

Schedule "L" . . . . .	\$655,527,455 83
Less: Purchase of Canadian Northern Stock . . . . .	10,000,000 00
	645,527,455 83
Schedule "E" (part) . . . . .	14,677,338 33

**660,204,794 16**

**Total per Public Accounts . . . . . \$ 1,066,718,621 98**

**2. CANADIAN NATIONAL RAILWAYS BALANCE SHEET AT DECEMBER 31, 1932—**

*Dominion of Canada Account—*

A. Canadian Government Railways Appropriation Account . . . . .	405,170,073 29
B. Canadian National Railways Loans . . . . .	695,723,206 77
C. Interest on Loans accrued but unpaid . . . . .	388,930,381 23

**\$ 1,489,823,661 29**

**Difference . . . . . 352,068,214 09**

as follows (i.e., items unadjusted in Public Accounts or accruing between January 1 and March 31, 1933, in Public Accounts):—

*Canadian Government Railways—*

Current differences which will adjust automatically . . . . . **110,207 52**

*Canadian National Railway Company—*

Advances for Working Capital (C.G.R. Stores and Open Accounts)  
written off to Profit and Loss . . . . . **573,177 05**

*Expenditures by Canadian National—*

A. For Hudson Bay Railway Capital . . . . .	457,526 76
B. For Hudson Bay Railway Deficits . . . . .	202,843 20

*Deficit for 1932—*

(Part: Shown in C.N.R. Balance Sheet as "loans" but charged to Net Debt in Public Accounts) . . . . . **50,195,750 94**

*Unpaid Interest . . . . . 388,930,381 23*

*Loans during January-March, 1933—*

On 1932 Account . . . . .	8,077,338 33
On 1933 Account (advanced) . . . . .	6,600,000 00

**\$ 352,068,214 09**

APPENDIX No. 2.—Reconciliation—Public Accounts with Canadian Government Merchant Marine Limited, balance sheet at December 31, 1932, in respect of Investment in Canadian Government Merchant Marine Limited.

	Original Investment	Recovered through sales and insurance	Net cost to Dominion
	\$ cts.	\$ cts.	\$ cts.
<b>1. PUBLIC ACCOUNTS AT MARCH 31, 1933—</b> (Original investment, 66 vessels)			
Schedule "H" (part) Government shipbuilding program.....	58,455,596 74	3,651,101 93	54,804,494 81
Schedule "G" (part)—			
Vessels transferred from Hudson Bay Ry.....	151,099 90	72,489 32	78,610 58
Vessels transferred from C. G. Railways.....	1,071,853 24	220,000 00	851,853 24
Balance of net debt of Canada (part)			
Cost of vessels charged to War Appropriation—			
Agreed accounts.....	\$19,697,372 28		
Suspense accounts.....	285,999 62		
	19,983,371 90		19,983,371 90
	79,661,921 78	3,943,591 25	75,718,330 53
Government loans during operation.....			11,842,245 89
Net cost to Dominion at March 31, 1933.....			87,560,576 42
<b>2. CANADIAN GOVERNMENT MERCHANT MARINE BALANCE SHEET, DECEMBER 31, 1932—</b>			
Dominion of Canada Account—			
Notes payable secured by mortgages on vessels.....			32,577,843 90
Advances—Capital.....	\$ 47,941 13		
Advances—Working capital and deficits.....	13,818,420 39		
			13,866,361 52
Interest accrued—unpaid.....			26,712,023 85
Total liability to Dominion.....			\$ 73,156,229 27
Difference.....			14,404,347 15

This difference is made up as follows:—

<i>Investment Losses—</i>			
Cancellation of mortgages on 43 vessels disposed of, and 4 re- valuations of vessels.....	\$46,944,088 42		
Less—Cash from sales and insurance.....	3,943,591 25		
	\$43,000,497 17		
Other costs in connection with construction, not included in C.G.M.M. accounts.....	139,989 46		
	\$43,140,486 63		
<i>Loans during Operation—</i>			
For betterments to vessels now transferred to C.N. (W.I.) fleet.....	\$ 457,274 37		
Refunds to Government—Jan. to Mar., 1933.....	Cr. 2,600,000 00		
Additional loans—Jan. to Mar., 1933.....	118,610 00		
			2,024,115 63 Cr.
<i>Interest due Government—</i>			
Not in Public Accounts, but accrued in C.G.M.M. Accounts.....			26,712,023 85 Cr.
Net difference.....			\$14,404,347 15

APPENDIX No. 3.—Reconciliation—Public Accounts with Canadian National (West Indies) Steamships, Ltd., balance sheet at December 31, 1932, in respect of Assistance from Dominion of Canada.

1. PUBLIC ACCOUNTS AT MARCH 31, 1933—	
Schedule "M" (part)—	
Loans during operation.....	\$3,525,285 03
2. CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LTD. BALANCE SHEET AT	
DECEMBER 31, 1932—	
Notes payable secured by mortgages on vessels.....	\$ 933,071 83
Advances—	
Capital.....	457,274 37
Deficits.....	3,061,952 29
Interest accrued unpaid.....	453,157 33
	<hr/>
	\$4,905,455 82
	<hr/>
Difference.....	\$1,380,170 79

Difference as follows:—

<i>Capital Investment—</i>	
Vessels transferred from Canadian Government Merchant Marine (notes)...	\$ 933,071 83
Loans to Canadian Government Merchant Marine transferred to Canadian National (West Indies) Steamships.....	457,274 37
Loans, January-March, 1933.....	463,332 74
Interest on loans from Dominion accrued unpaid.....	453,157 33
	<hr/>
	\$1,380,170 79

APPENDIX No. 4.—Reconciliation—Investment Account of Canadian Government Railways as shown on Departmental balance sheet with Annual Report of Canadian Government Railways at December 31, 1932.

Canadian Government Railways	As shown on Schedule 1 to the Departmental balance sheet	Unadjusted Accounts		As shown on Canadian Government Railways balance sheet December 31, 1932
		Additions and betterments from Surplus Account April 1, 1923, to December 31, 1932	Adjustments and transfers April 1, 1923, to December 31, 1932	
<b>INTERCOLONIAL RAILWAY SYSTEM—</b>	<b>\$ cts.</b>	<b>\$ cts.</b>	<b>\$ cts.</b>	<b>\$ cts.</b>
Canada Eastern Railway.....	819,000 00			
Cape Breton Railway.....	3,860,679 14			
Drummond County Railway.....	1,464,000 00			
Eastern Extension Railway.....	1,324,042 81			
Montreal and European Railway	333,942 72			
Oxford and New Glasgow Rail-				
way.....	1,949,063 21			
Intercolonial Railway.....	123,105,281 08			
	132,856,008 96	9,301,412 06	619,151 98	141,538,269 04
<b>New Brunswick and Prince Edward</b>				
<b>Island Railway.....</b>	925,266 60	725,579 45		1,650,846 05
Prince Edward Island Railway.....	16,992,484 06	746,271 54	2,181,003 64	15,557,751 96
International Railway of New Bruns-				
wick.....	2,963,021 87	288,622 80		3,251,644 67
National Transcontinental Railway..	169,259,000 20	7,706,766 00	3,712,931 62	173,252,834 58
Moncton and Buctouche Railway.....	293,067 16	253,878 53	173 08	546,772 61
Salisbury and Albert Railway.....	437,647 60	173,001 62	72,175 92	682,825 14
St. Martin's Railway.....	302,045 64	84,851 77	1,736 96	385,160 45
Elgin and Havelock Railway.....	135,029 12	62,831 89	6,068 39	203,929 40
York and Carleton Railway.....	59,749 15	3,729 91	1,233 75	64,712 81
Quebec and Saguenay Railway.....	7,772,911 03	154,930 07	2,080 31	7,925,760 79
Caraquet and Gulf Shore Railway...	711,767 38	372,089 63	92,469 67	1,176,326 68
Lotbiniere and Megantic Railway....	360,008 39	169,051 91	4,620 32	186,336 16
Cape Breton Railway (extension)....	107,646 73	33,614 81	1,443 89	139,817 65
Canadian Government Railways				
rolling stock.....	35,882,439 75	3,644,922 00	2,241,277 89	29,996,239 86
Quebec Bridge.....	21,706,664 49			21,706,664 49
Miscellaneous.....	148 09	148 09		
Balance due on Moncton and Buc-				
touche Railway purchase.....			70,000 00	70,000 00
Long Lac Cutoff.....		2,847,547 01		2,847,547 01
Lawlor Building, Toronto.....		1,243,834 59		1,243,834 59
Branch Line aid.....			36,485 95	36,485 95
SS. Charlottetown.....			2,179,608 64	2,179,608 64
Other floating equipment.....			1,407,607 59	1,407,607 59
Motor trucks.....			6,724 96	6,724 96
Overseas rail suspense.....		41,842 35	593,187 92	551,345 57
Improvements on leased railway pro-				
perty.....		379 69	1,314,355 80	1,313,976 11
Miscellaneous physical property.....		3,553,934 85	1,093,347 42	4,647,282 27
Investment in affiliated companies...			1,441,086 01	1,441,086 01
	390,764,906 22	23,780,237 19	1,636,443 61	412,908,699 90

## APPENDIX No. 5.—Canadian Government Merchant Marine Limited—Operating Results and Profit and Loss Account.

—	Number of vessels	—
		\$ cts.
<b>OPERATING RESULTS—</b>		
December 31, 1919.....	19	1,056,767 38 surplus
“ 31, 1920.....	47	1,293,525 55 surplus
“ 31, 1921.....	63	2,390,875 05 deficit
“ 31, 1922.....	64	2,327,351 23 deficit
“ 31, 1923.....	60	1,892,097 07 deficit
“ 31, 1924.....	57	1,440,880 21 deficit
“ 31, 1925.....	49	948,053 34 deficit
“ 31, 1926.....	46	168,543 82 deficit
“ 31, 1927.....	46	720,735 40 deficit
“ 31, 1928.....	38	1,209,083 02 deficit
“ 31, 1929.....	31	878,907 21 deficit
“ 31, 1930.....	30	834,210 89 deficit
“ 31, 1931.....	29	444,285 53 deficit
“ 31, 1932.....	23	326,613 14 deficit
<b>PROFIT AND LOSS—</b>		
1919 and 1920 surplus.....		\$ 2,350,292 93
Surplus paid government covering interest on investment.....		1,012,773 06
Surplus retained by company.....		1,337,518 97
1921 to 1932 deficits (inclusive).....		13,581,635 91
Add additions and betterments—Written off vessels sold.....		77,151 18
Net cash deficit.....		12,321,268 12
Add depreciation accrued.....		15,444,193 01
Add interest due government accrued.....		26,712,023 83
Total book deficits.....		54,477,484 98

## APPENDIX No. 6.—Canadian National (West Indies) Steamships—Operating Results and Profit and Loss Account.

—	Number of vessels	—
		\$ cts.
<b>OPERATING RESULTS—</b>		
December 31, 1929.....	12	862,269 91 deficit
“ 31, 1930.....	12	992,730 62 deficit
“ 31, 1931.....	12	916,568 53 deficit
“ 31, 1932.....	11	753,715 97 deficit
<b>PROFIT AND LOSS—</b>		
Cash deficit.....		\$ 3,525,285 03
Depreciation on vessels.....		1,131,717 60
Interest due Government.....		453,157 33
Amortization of discount.....		8,767 61
		\$ 5,118,027 57

APPENDIX No. 7.—Statement of Loans to Canadian Government Merchant Marine, Ltd., and Canadian National (West Indies) Steamships, Ltd., (by years).

CANADIAN GOVERNMENT MERCHANT MARINE LIMITED

Fiscal year	1922-23.	\$ 5,979,856	08
"	" 1923-24.	1,500,000	00
"	" 1924-25.	900,000	00
"	" 1925-26.	668,000	00
"	" 1926-27.	431,607	93
	Refund.	Cr.	4,790 79
"	" 1927-28.	1,000,000	00
	Refund.	Cr.	163 37
"	" 1928-29.	738,000	00
	Supp. in 1929-30.	750,000	00
"	" 1929-30.	878,907	21
"	" 1930-31.	834,210	89
"	" 1931-32.	444,285	53
"	" 1932-33.	326,613	14
	Refund.	Cr.	2,624,280 73
Total loans to March 31, 1933.		\$11,842,245	89

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS, LIMITED

Fiscal year	1929-30.	\$ 862,389	98
"	" 1930-31.	992,730	62
"	" 1931-32.	755,000	00
	Supp. in 1932-33.	161,448	46
"	" 1932-33.	753,715	97
Total loans to March 31, 1933.		\$ 3,525,285	03

APPENDIX No. 8.—Port Colborne Elevator—Expenditures and Revenues

Fiscal Year	Capital expenditure	Income expenditure	Revenue		Total expenditure	Revenue received
			Staff	Repairs		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1904-05	19,325 40					
1905-06	102,974 42					
1906-07	24,063 96					
1907-08	1,115,345 35					
1908-09	89,669 87		1,634 53		1,634 53	
1909-10	44,315 39		22,792 19	1,725 54	24,517 73	12,061 46
1910-11	37,097 48		15,177 89	2,340 97	17,518 86	20,203 28
1911-12	5,782 46		19,580 46	4,226 25	23,806 71	46,590 72
1912-13	A 89,586 98		26,053 85	4,559 98	30,613 83	60,828 06
1913-14	A 192,346 90		40,024 56	7,517 57	47,542 13	101,422 78
1914-15	A 104,950 21		63,701 77	14,167 12	77,868 89	176,674 38
1915-16	A 20,747 54		78,716 50	18,509 94	97,226 44	165,925 20
1916-17			81,489 19	15,325 95	96,815 14	175,536 50
1917-18			85,473 94	13,180 80	98,654 74	163,164 82
1918-19			61,501 26	11,704 12	73,205 38	129,676 68
1919-20		C 349,905 01	45,338 74	25,081 36	70,420 10	123,862 95
1920-21		C 449,832 45	48,317 06	13,990 45	62,307 51	25,078 83
1921-22	7,000 00		140,772 98	19,722 65	160,495 63	294,558 51
1922-23			106,824 52	26,188 29	133,012 81	356,740 43
1923-24	B 76,414 96		138,399 78	44,426 10	182,825 88	355,627 07
1924-25	B 426,596 74		138,493 05	62,053 07	200,546 12	357,947 89
1925-26		7,060 70	129,487 11	69,177 86	198,664 97	388,678 92
1926-27		20,612 78	153,351 59	72,042 28	225,393 87	494,455 92
1927-28		11,525 60	195,408 48	76,250 16	271,658 64	614,466 25
1928-29		23,563 95	206,718 81	69,724 42	276,443 23	581,113 44
1929-30		21,379 86	127,840 54	71,489 45	199,329 99	404,680 23
1930-31		18,873 52	137,999 93	55,777 97	193,777 90	462,013 42
1931-32		19,461 82	114,179 98	51,187 97	165,367 95	239,579 59
1932-33		1,179 73	83,810 77	39,784 43	123,595 20	201,745 29
	2,356,217 66	923,395 42	2,263,089 48	790,154 70	3,053,244 18	5,952,632 62

A. Expenditure covers cost of enlargement.

B. Expenditure covers cost of extension.

C. Expenditure covers cost of reconstruction.

Expenditure prior to April 1, 1927, included, in departmental reports with Welland Canal appropriations.

APPENDIX No. 9.—Prescott Elevator—Expenditures and Revenues

—	Capital	Income	Revenue		Total Expenditure	Revenue received
			Staff	Repairs		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1928-29	73,102 50				73,102 50	
1929-30	1,492,541 65				1,492,541 65	
1930-31	3,099,759 99		24,714 98	18,215 62	3,142,690 59	27,930 08
1931-32	49,921 29		53,507 54	43,981 46	147,410 29	19,019 97
1932-33			52,879 51	25,187 35	78,066 86	28,166 19
	4,715,325 43		131,102 03	87,384 43	4,933,811 89	75,116 24

Capital Expenditures made by Department of Public Works.

APPENDIX No. 10.—Hudson Bay Railway—Expenditure to March 31, 1933

Year	Capital		Deficits during operations		Total cost
	Schedule "C" Public Accounts	Schedule "L" Public Accounts	Amounts chargeable to appropriations under collection of Revenue	Schedule "L"	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1909	92,427 83				92,427 83
1910	53,042 63				53,042 63
1911	184,149 81				184,149 81
1912	159,632 00				159,632 00
1913	1,009,024 52				1,009,024 52
1914	3,071,631 22				3,071,631 22
1915	3,256,074 39				3,256,074 39
1916	2,981,425 47				2,981,425 47
1917	1,792,190 39				1,792,190 39
1918	1,288,789 61				1,288,789 61
1919	641,318 69				641,318 69
1920	247,153 67				195,568 50
1921			*51,585 17		22,484 42
1922	61,563 43		*22,484 42		*49,397 98
1923	13,824 94		*26,293 27		40,118 21
1924	183,250 35	27,104 38		111,924 37	322,279 10
1925	53,848 38	296,439 06		51,567 80	294,158 48
1926		133,983 32		39,351 03	173,334 35
1927	2,808,549 31				2,808,549 31
1928	2,674,224 57				2,674,224 57
1929	3,389,084 88				3,389,084 88
1930	5,357,692 75				5,357,692 75
1931	1,557,298 81				1,557,298 81
1932	920,499 80				920,499 80
1933	510,573 96				
Less refunds to previous years expenditures	5,077 30				
	505,496 66				505,496 66
	31,700,190 01	457,526 76	149,760 84	202,843 20	32,510,320 81

NOTE.—Above items under "Schedule L" in Public Accounts form part of cash loans to Canadian National Railways.

\*1921 and 1922 items form part of Canadian Government Railways deficits shown in schedule "FF".

1922 and 1923 items were applied towards payment of Canadian Government Railways Working Expenditures by the Canadian National Railways.

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## Port Nelson and Fort Churchill Terminals—Expenditure to March 31, 1933

	Port Nelson		Fort Churchill	
	Capital	Amounts chargeable to appropriations under collection of Revenue	Capital	Amounts chargeable to appropriations under collection of Revenue
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1913.....	90,038 63			
1914.....	1,427,086 03			
1915.....	1,517,669 60			
1916.....	1,905,706 30			
1917.....	812,089 55			
1918.....	590,909 39			
1919.....	78,760 89			
1920.....	11,545 19			
1921.....	121,063 71			
1922.....	34,769 87			
1923.....	27,802 56			
1924.....	24,621 93			
1925.....	2,184 04			
1926.....	2,484 07	20,587 31		
1927.....	1,548 80	13,429 71	16,905 08	402 37
1928.....	364 76		880,643 30	
1929.....			2,770,478 07	
1930.....			1,039,133 69	
1931.....			2,582,390 47	
1932.....			4,316,167 98	
1933.....	\$1,148,237 99			
Less refunds to previous year's expenditures.....	18,339 57			
			1,129,898 42	87,497 43
	6,240,200 86	34,017 02	12,735,617 02	87,899 80

## Hudson Bay Railway and Terminals—Summary of Expenditure to March 31, 1933

	Chargeable to Capital		Chargeable to Revenue Appropriations		Total	
	\$	cts.	\$	cts.	\$	cts.
1. Railway.....	31,700,190 01				31,700,190 01	
2. Port Nelson Terminals.....	6,240,200 86		34,017 02		6,274,217 88	
3. Churchill Terminals.....	12,735,617 02		87,899 80		12,823,516 82	
Total.....	50,676,007 89		121,916 82		50,797,924 71	

APPENDIX No. 11.—Welland Ship Canal—Amounts Expended on Construction to March 31, 1933

	Year ending	Capital	
		\$	cts.
Government expenditure.....	1914	994,257	60
“ “ .....	1915	4,074,200	69
“ “ .....	1916	4,909,732	51
“ “ .....	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
“ “ .....	1925	9,909,636	95
“ “ .....	1926	11,960,465	11
“ “ .....	1927	13,846,472	92
“ “ .....	1928	13,722,925	75
“ “ .....	1929	13,211,259	03
“ “ .....	1930	9,378,626	15
“ “ .....	1931	9,591,892	27
“ “ .....	1932	3,496,489	13
Appropriation charges.....		\$ 3,122,469	46
Unemployment relief.....		95,095	63
Exchequer Court award.....		2,111	82
		\$ 3,219,676	91
Less refunds to previous year's expenditures.....		111,053	52
	1933	3,108,623	39
		128,869,256	79

Expenditure as above ..... \$ 128,869,256 79

To which add the preliminary expenditure for survey, borings, etc., charged to Welland canal capital as follows:—

1905-06.....	\$ 13,231	97
1906-07.....	10,825	27
1907-08.....	8,300	34
1908-09.....	19,993	37
1909-10.....	9,979	91
1910-11.....	21,229	35
1911-12.....	23,138	60
1912-13.....	112,890	92
	\$ 219,589	73

Total cost of Welland Ship Canal to March 31, 1933..... \$129,088,846 52

## APPENDIX No. 12.—Prince Edward Island Car Ferry and Terminals—Expenditure to March 31, 1933

Fiscal Year	Terminal	Ferry Steamer	Total
	\$ cts.	\$ cts.	\$ cts.
<i>Original Ferry and Terminals—</i>			
1912-13.....	8,276 20		8,276 20
1913-14.....	117,412 30		117,412 30
1914-15.....	566,613 63		566,613 63
1915-16.....	648,803 34	673,790 00	1,322,593 34
1916-17.....	600,641 68	4,035 18	604,676 86
1917-18.....	301,232 90	3,122 14	304,355 04
1918-19.....	55,730 58		55,730 58
1921-22.....	97,000 00		97,000 00
1923-24.....	196,417 63		196,417 63
	2,592,128 26	680,947 32	3,273,075 58
<i>Additional Ferry and Terminal Improvements—</i>			
1928-29.....	172,774 85	87 50	172,862 35
1929-30.....	84,243 27		84,243 27
1930-31.....	826,911 82	1,673,088 18	2,500,000 00
1931-32.....	585,675 42	505,620 31	1,091,295 73
1932-33.....		132,591 78	132,591 78
	4,261,733 62	2,727,151 53	6,988,885 15

These expenditures are distributed in the annual report of the Canadian Government Railways under the following "Capital Account" items:—Prince Edward Island Railway, New Brunswick and P.E.I. Railway, ss. *Charlottetown*.

## APPENDIX No. 13.—Railway Grade Crossing Fund Expenditure to March 31, 1933

Fiscal Year	Expenditure under Statutory authority	Expenditure from Unemployment Relief	Total
	\$ cts.	\$ cts.	\$ cts.
1909-10.....	70 00		70 00
1910-11.....	6,909 18		6,909 18
1911-12.....	7,643 13		7,643 14
1912-13.....	20,807 38		20,807 38
1913-14.....	39,968 11		39,968 11
1914-15.....	92,099 48		92,099 48
1915-16.....	47,079 99		47,079 99
1916-17.....	46,630 53		46,630 53
1917-18.....	13,740 85		13,740 85
1918-19.....	8,715 46		8,715 46
1919-20.....	12,359 74		12,359 74
1920-21.....	56,772 62		56,772 62
1921-22.....	13,292 44		13,292 44
1922-23.....	46,885 94		46,885 94
1923-24.....	44,439 94		44,439 94
1924-25.....	39,436 49		39,436 49
1925-26.....	66,224 53		66,224 53
1926-27.....	126,490 81		126,490 81
1927-28.....	678,787 53		678,787 53
1928-29.....	855,815 17		855,815 17
1929-30.....	475,055 11		475,055 11
1930-31.....	639,724 25	32 96	639,757 21
1931-32.....	958,527 82	335,830 92	1,294,358 74
1932-33.....	317,587 62	103,302 14	420,889 76
	4,615,064 13	439,166 02	5,054,230 15
Statutory authorization from April 1, 1909, to March 31, 1933, 24 years at \$200,000 per annum.....	4,800,000 00		4,800,000 00
Unemployment Relief—			
Amount authorized by O.C. P.C. 2582 dated Nov. 5, 1930.....		500,000 00	500,000 00
Amount authorized by O.C. P.C. 3075 dated Dec. 12, 1931.....		500,000 00	500,000 00
Total authorizations.....	4,800,000 00	1,000,000 00	5,800,000 00
Expenditure April 1, 1909, to March 31, 1933.....	4,615,064 13	439,166 02	5,054,230 15
Unexpended balance at March 31, 1933.....	184,935 87	560,833 98	745,769 85

APPENDIX No. 14.—Statement Showing Payments under the Maritime Freight Rates Act by Fiscal Years to March 31, 1933, and Contact with the Railway Companies' Accounts as at December 31, 1932

	1927-28	1928-29	1929-30	1930-31	1931-32	1932-33	Total
	\$	\$	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
<i>Railways Other Than Canadian National Railways—</i>							
Atlantic, Quebec and Western Railway.....	9,974 20	24,015 70	6,786 23	6,965 48	3,602 87	1,632 98	40,776 13
Canada and Gulf Terminal Railway.....	890 39	3,237 85	3,412 32				19,741 89
Canadian Pacific Railway, including Fredericton and Grand Lake Coal and Railway Company and New Brunswick Coal and Railway Company.....	130,962 64	261,051 34	258,494 36	285,888 82	233,730 52	182,772 87	1,352,900 55
Cumberland Railway and Coal Company.....	13,597 03	31,507 33	32,064 79	32,542 95	26,499 97	22,341 64	158,553 71
Dominion Atlantic Railway.....	86,971 71	180,936 59	197,804 72	241,029 85	188,121 05	122,827 92	1,017,691 84
Maritime Coal, Railway and Power Company.....	10,980 96	21,436 23	20,395 47	20,370 51	19,497 00	19,334 81	112,014 98
Quebec, Oriental Railway Company.....	4,905 52	12,370 03	5,143 29	242,328 44	177,125 42	146,565 36	22,418 84
Sydney and Louisburg Railway Company.....	150,408 00	277,632 24	257,914 02	32,068 80	21,096 37		1,251,973 48
Temiscouata Railway Company.....	12,964 11	16,705 85	29,134 21			12,757 89	124,727 23
<i>Canadian National Railways—</i>							
Eastern Lines 20% Reduction in Tolls.....	421,654 56	828,893 16	811,149 41	861,194 85	669,673 20	508,233 47	4,100,798 65
Total 20% Reduction in Tolls.....	931,809 89	1,930,000 00	2,281,527 75	2,754,023 22	1,885,000 00	1,413,839 87	11,196,200 73
<i>Canadian National Railways—</i>							
Eastern Lines Deficits (other than occurring from Reduction in tolls.....	1,353,464 45	2,758,893 16	3,092,677 16	3,615,218 07	2,554,673 20	1,922,073 34	15,296,999 38
Total.....	2,117,936 42	4,418,644 50	4,308,357 01	6,712,238 79	6,631,856 00	8,716,751 06	32,905,783 78
<i>Reconciliation of Appropriations for Eastern Lines Deficits with Calendar Year Requirements—</i>							
Appropriations as above.....	3,471,400 87	7,177,537 66	7,401,034 17	10,327,456 86	9,186,529 20	10,638,824 40	48,202,783 16
Adjustments.....	2,117,936 42	4,418,644 50	4,308,357 01	6,712,238 79	6,631,856 00	8,716,751 06	30,824,877 48
Calendar years requirements (as per Canadian National Railways annual reports (Eastern Lines).....	218,287 99	453,860 21	255,572 22	255,572 22	2,080,906 30		2,080,906 30
	2,117,936 42	4,200,356 51	4,762,217 22	6,476,666 57	8,712,762 30	6,635,844 76	32,905,783 78

Note.—Payments during Fiscal Year 1927-28 cover period from July 1, 1927, to December 31, 1927.

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APPENDIX No. 15.—Statement of Security Deposits Held, Drawback Retained; and Estimated Balance of Contractual Commitments for Work to be Performed and/or Materials to be Delivered after March 31, 1933.

	Number of contracts	Security deposits held as at March 31, 1933	Drawback retained as at March 31, 1933	Estimated balance of contractual commitments for work to be performed and/or materials to be delivered after March 31, 1933
		\$ cts.	\$ cts.	\$ cts.
<b>CAPITAL—</b>				
<i>Railways—</i>				
Hudson Bay Railway and Terminals.....	1	25,000 00		
<i>Canals—</i>				
Welland Ship Canal.....	27	399,433 50	1,074,085 70	1,652,834 05
Cement Co's. (Dominion Canals).....	2	8,641 35		
<b>CONSOLIDATED REVENUE FUND—</b>				
<i>Canals—</i>				
Trent Canal.....	2	19,000 00	3,890 24	3,890 24
Welland Ship Income.....	1	25,000 00	9,350 40	51,927 88
Lachine Canal.....	1	50,000 00		
Rideau Canal.....	1	590 00		
	35	527,664 85	1,087,326 34	1,708,652 17

APPENDIX No. 16.—Government Employees' Compensation Act—Chapter 30, Revised Statutes, 1927

STATEMENT OF EXPENDITURE BY FISCAL YEARS

	Dominion expenditure including amounts advanced	Interest earned by Board	Total	Compensation, pensions, etc.	Proportion of administration expenses	Refund of accrued interest	Total	Balance on deposit
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1918-1919..								
1919-1920..	560,746 02	2,590 82	563,336 84	457,270 28	40,284 72		497,555 00	65,781 84
1920-1921..								
1921-1922..								
1922-1923..	225,524 34	3,470 15	228,994 49	202,806 97	18,080 30		220,887 27	73,889 06
1923-1924..	242,044 72	3,023 40	245,068 12	230,862 77	21,354 90		252,217 67	66,739 51
1924-1925..	266,889 52	1,487 14	268,376 66	251,657 94	23,745 36	10,116 05	285,519 35	49,596 82
1925-1926..	360,063 71	1,399 85	361,463 56	322,380 33	24,337 82	455 46	347,173 61	63,886 77
1926-1927..	331,141 57	395 29	331,536 86	316,721 47	24,246 76	1,399 85	342,368 08	53,055 55
1927-1928..	378,387 36	558 52	378,945 88	351,312 18	20,471 43		371,783 61	60,217 82
1928-1929..	402,251 81	1,008 30	403,260 11	381,081 55	21,147 71	1,816 05	404,045 31	59,432 62
1929-1930..	452,626 11	757 66	453,383 77	429,098 19	21,702 02	360 34	451,160 55	61,655 84
1930-1931..	436,501 01	1,005 24	437,506 25	374,879 63	29,421 83	1,128 31	405,429 77	93,732 32
1931-1932..	185,546 32	1,157 25	186,703 57	182,924 69	25,010 11	407 35	208,342 15	72,093 74
1932-1933..	202,032 95	894 30	202,927 25	186,857 23	14,480 41	1,015 61	202,353 25	72,667 74
	4,043,755 44	17,747 92	4,061,503 36	3,687,853 23	284,283 37	16,699 02	3,988,835 62	72,667 74

NUMBER OF CLAIMS ON WHICH PAYMENTS WERE MADE, AND AMOUNTS DISBURSED IN COMPENSATION, MEDICAL AID AND PENSIONS BY FISCAL YEARS

Fiscal year	Number of Claims				Disbursements
	Compensation and medical aid	Medical aid only	Pensions	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1918-1919.....					
1919-1920.....					
1920-1921.....					
1921-1922.....					457,270 28
1922-1923.....	1,297	311	179	1,787	202,806 97
1923-1924.....	1,522	616	216	2,354	230,862 77
1924-1925.....	1,503	460	222	2,185	251,657 94
1925-1926.....	1,658	637	228	2,523	322,380 33
1926-1927.....	1,746	679	256	2,681	316,721 47
1927-1928.....	1,822	809	283	2,914	351,312 18
1928-1929.....	2,282	833	324	3,439	381,081 55
1929-1930.....	2,134	1,413	413	3,960	429,098 19
1930-1931.....	1,780	1,365	502	3,647	374,879 63
1931-1932.....	747	1,026	206	1,979	182,924 69
1932-1933.....	582	918	235	1,735	186,857 23
					3,687,853 23

## APPENDIX No. 17.—Eastern Lines

## INCOME ACCOUNT

	Year 1932		Year 1931	
	\$	cts.	\$	cts.
501 Railway operating revenues.....	17,688,720	78	23,231,424	00
531 Railway operating expenses.....	21,833,213	14	29,624,986	96
Net revenue from railway operations.....	4,144,498	56	6,398,568	96
532 Railway tax accruals.....	302,907	63	308,623	16
533 Uncollectible railway revenues.....	2,766	21	2,527	82
	4,450,166	20	6,704,713	94
502 Revenues from hotel operations.....	372,049	85	466,196	99
534 Expenses of hotel operations.....	359,445	30	446,955	24
535 Taxes on hotel property.....	13,202	88	13,786	76
Net income or "deficit" from hotel operations.....	598	53	5,454	99
	4,450,764	53	6,699,258	95
508 Joint facility rent income.....	84,444	14	89,533	11
509 Income from lease of road.....	23,300	00	23,300	00
510 Miscellaneous rent income.....	75,501	61	86,471	57
511 Miscellaneous non-transportation property.....	2,600	44	3,710	12
515 Income from unfunded securities and accounts.....	10,523	36	204,329	86
519 Miscellaneous income.....	3,912	43	866	20
	200,281	98	408,210	86
Gross Income.....	4,250,482	55	6,291,048	09
536 Hire of freight cars—Debit balance.....	210,880	77	319,107	58
537 Rent for locomotives.....	56,947	50	138,719	17
538 Rent for passenger-train cars.....	425,593	72	447,800	01
540 Rent for work equipment.....	5,607	14	6,573	74
541 Joint facility rents.....	78,756	78	88,434	61
542 Rent for leased roads.....	2,405	40	2,427	00
543 Miscellaneous rents.....	3,096	32	60	00
544 Miscellaneous tax accruals.....	5,364	99		
547 Interest on unfunded debt.....	1,078,259	54	939,489	97
551 Miscellaneous income charges.....	948	02	18,459	93
	1,867,860	18	1,961,072	01
Net income "deficit" before interest.....	6,118,342	78	8,252,120	10
546 Interest due public on long term debit.....	360,816	65	372,167	55
Net income "deficit" before interest on Government loans.....	6,479,159	38	8,624,287	65
546A Interest on Dominion Government loans.....	626,413	21	626,413	21
Net income "deficit".....	7,105,572	59	9,250,700	86

Account 501 includes contribution by the Dominion under M.F.R. Act for reduction in tolls \$1,413,839.87.

APPENDIX No. 17—Eastern Lines—*Con.*

PROFIT AND LOSS ACCOUNT

	Year 1932		Year 1931	
	\$	cts.	\$	cts.
<b>Credits—</b>				
603 Profit on road and equipment sold.....	459	33	3,412	32
605 Unrefundable overcharges.....	464	84	753	08
606 Donations.....	4,038	84	8,607	83
607 Miscellaneous credits.....	802	48	1,261	22
	5,765	49	7,209	81
<b>Debits—</b>				
619 Loss on retired road and equipment.....	162,450	87	95,684	46
Net profit and loss debit.....	156,685	58	88,474	65
Net income deficit.....	6,479,159	58	8,624,887	65
Net loss, contributed by Dominion Government.....	6,655,844	76	8,712,762	30
Interest on Dominion Government loans.....	626,413	21	626,413	21
	7,282,257	97	9,339,175	51

# CANADIAN GOVERNMENT RAILWAYS

(Operated on behalf of the Canadian Government by the Canadian National Railway Co.)

## BALANCE SHEET AS AT DECEMBER 31, 1932

### ASSETS

A/C			
701	<i>Investment in Road and Equipment—</i>		
	Branch line purchases.....	\$	70,000 00
	Investment in road and equipment.....	\$405,987,701 08	
	Capital suspense—Overseas rail.....	551,345 57	
		405,436,355 51	
702	<i>Improvements on Leased Railway</i>		
	<i>Property—</i>		
	Lake Superior Branch.....	1,236,898 22	
	Vale Railway.....	48,854 62	
	Van Buren Bridge Company.....	28,223 27	
		1,313,976 11	
705	<i>Miscellaneous Physical Property—</i>		
	Minaki Inn.....	1,093,347 42	
	Malagash spur.....	29,290 75	
	Halifax ocean terminal hotel.....	2,441,106 47	
	Charlottetown hotel.....	854,105 44	
	Murray River property.....	7,540 04	
	Abandoned right of way.....	21,721 11	
	Pictou Lodge.....	200,171 04	
		4,647,282 27	
		411,397,613 89	
		\$	411,467,613 89
706D	<i>Investments in Affiliated Companies—</i>		
	Canadian National Telegraphs.....		1,441,086 01
	<i>Canadian National Railways—</i>		
	Advances account working capital.....	\$	16,771,980 54
	Advances account surplus.....		25,194,846 10
	Advances by Canadian National account capital expenditures.....		24,440,807 15
			17,526,219 49
			\$
			430,434,919 39

### LIABILITIES

757	<i>Dominion of Canada Account—</i>		
	Advances for road and equipment.....	\$	388,398,092 75
	Advances for working capital.....	16,771,980 54	
		\$	405,170,073 29
770	<i>Branch Line purchase</i> .....		70,000 00
784	<i>Profit and Loss—Balance</i> .....		25,194,846 10
			\$
			430,434,919 39

This balance sheet, the statement of profit and loss accounts, Income Account, Capital Account and Statement of Averages are certified correct by J. B. McLaren, Comptroller and T. H. Cooper, Auditor General Accounts, Canadian National Railways.

## PROFIT AND LOSS ACCOUNTS, YEAR ENDED DECEMBER 31 1932

	Canadian Government Railways included in Eastern Lines	Canadian Government Railways included in System (exclusive of Eastern Lines)	Total
	\$ cts.	\$ cts.	\$ cts.
<b>CREDITS—</b>			
602 Balance transferred from income.....	4,001,449 13	1,611,399 68	2,390,049 45
603 Profit on road and equipment sold.....	403 33	17,310 06	17,713 39
605 Unrefundable overcharges.....	286 95	405 94	692 89
606 Donations.....	2,418 66	2,352 19	4,770 85
607 Miscellaneous credits.....	802 48	31,047 95	31,850 43
	<b>3,997,537 71</b>	<b>1,662,515 82</b>	<b>2,335,021 89</b>
<b>DEBITS—</b>			
619 Loss on retired road and equipment.....	137,654 53	273,607 73	411,262 26
621 Miscellaneous debits.....		56 25	56 25
	<b>137,654 53</b>	<b>273,551 48</b>	<b>411,206 01</b>
Profit and loss balance for year 1932 of Canadian Government Railways including Eastern Lines.....	<b>4,135,192 24</b>	<b>1,388,964 34</b>	<b>2,764,227 90</b>
<b>Deduct—</b>			
Government contribution to meet deficit of Eastern Lines as provided for under Maritime Freight Rates Act, 1927.....	4,135,192 24		4,135,192 24
Net profit and loss balance for year 1932 of Canadian Government Railways excluding Eastern Lines.....		<b>1,388,964 34</b>	<b>1,388,964 34</b>

## DETAIL OF PROFIT AND LOSS ACCOUNTS—YEAR TO DECEMBER 31, 1932

## CREDITS

<b>Account 603 "Profit on Road and Equipment Sold"—</b>		
Profit on sale of land, Wolf's Cove.....	\$	16,266 57
Profit on exchange of land, John Breakey, Charney.....		520 00
Minor items under \$500.....		926 72
	\$	<b>17,713 39</b>
<b>Account 605 "Unrefundable Overcharges"—</b>		
Minor items.....	\$	692 89
<b>Account 606 "Donations"—</b>		
Robinhood Mills—Siding, Mission, Ont.....		2,093 44
Quebec Harbour Commissioners—Spur, Quebec.....		258 75
Imperial Oil Limited—Siding, Bathurst S/D.....		1,195 93
Mitchell Lumber Co.—Siding, Albert S/D.....		823 80
Minor items under \$500.....		398 93
	\$	<b>4,770 85</b>
<b>Account 607 "Miscellaneous Credits"—</b>		
Unclaimed wages and cheques written off.....		1,185 83
Profit on purchase of \$141,000 N.T.R. Branch Lines Co.—		
4½ per cent Bonds through Sinking Fund.....		20,045 00
Writing off Administration Expenses—Workmen's Compensation Board.....		10,819 60
	\$	<b>31,850 43</b>

DETAIL OF PROFIT AND LOSS ACCOUNTS—YEAR TO DECEMBER 31, 1932—*Conc.*

## DEBITS

*Account 619 "Loss on Retired Road and Equipment"—*

Retirement of spur, G. E. Forlinger, Quibell S/D.....	1,796 27
" inactive machinery, Westfort enginehouse.....	5,126 05
" ice-house, Mission, Ont.....	15,084 67
" storehouse, Mission, Ont.....	4,250 04
" interlocker, Fort William, Ont.....	2,500 00
" spur, Meller Timber Co., Graham S/D.....	1,228 37
" oil house, Mission, Ont.....	2,108 74
" cinder hoist, Mission Ont.....	1,473 48
" roundhouse, Mission, Ont.....	50,000 00
" turntable, Mission Ont.....	9,270 39
" rail dock, Westfort, Que.....	10,000 00
" car shop, lean-to and tracks, Mission, Ont.....	25,925 00
" shop machinery and tools, Transcona, Man.....	24,558 73
" spur, Nichols Chemical Co., Quibell S/D.....	1,292 70
" spur, W. E. Boyd, Minaki S/D.....	1,108 11
" dwelling, Champlain St., Quebec.....	2,089 14
" cottage, Cap Rouge Bridge S/D.....	1,710 00
" coal tracks, St. Leonard Junction, Drummondville S/D.....	1,013 06
" boilers and engine, St. Malo.....	39,444 78
" section dwelling, Val Alain.....	1,935 00
" frame dwelling, Point Levis.....	1,400 00
" pumping plant, Cochrane.....	1,867 04
" generator set, St. Malo.....	2,700 00
" enginemen's bunkhouse, Bridge.....	7,450 00
" 200 ton coaling plant, Bridge.....	18,000 00
" building, Monk.....	11,250 00
" frame dwelling, Charney.....	3,310 00
" track scale, Monk.....	5,451 64
" inactive machinery, Moncton car shops.....	1,951 74
" private siding, Glendyne S/D.....	1,492 11
" inactive machinery, Motive Power Depts at various locations..	52,294 69
" travelling head shaper, Moncton.....	1,585 66
" frame coal shed at Blackville.....	2,163 02
" wharf spur, Murray Harbour.....	1,194 24
" siding at Courtney Bay Spur, Saint John.....	1,331 96
" inactive machinery, Mont Joli.....	3,298 02
" medical clinic, Moncton.....	2,047 34
" No. 4 gallery of grain elevator conveyer, Saint John.....	54,256 77
" brick powerhouse and smoke stack, Halifax.....	3,122 08
Conveyance of land to City of Quebec for ferry slips.....	15,663 69
Various items under \$1,000.....	17,517 82
	\$ 411,262 26

*Account 621 "Miscellaneous Debits"—*

Minor items.....	\$ 56 25
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## CANADIAN GOVERNMENT RAILWAYS

57

## INCOME STATEMENT—YEAR ENDED DECEMBER 31, 1932

		Canadian Government Railways included in Eastern Lines	Canadian Government Railways included in System (exclusive of Eastern Lines)	Total
		\$ cts.	\$ cts.	\$ cts.
<b>I. OPERATING INCOME</b>				
501	Railway operating revenues.....	15,904,927 82	12,890,232 17	28,795,159 99
531	Railway operating expenses.....	18,663,038 14	10,494,685 43	29,157,723 57
	Net revenue from railway operations....	<i>2,768,110 32</i>	<i>2,395,546 74</i>	<i>368,563 58</i>
532	Railway tax accruals.....	244,915 06	57,134 68	302,049 74
533	Uncollectible railway revenues.....	1,194 54	8 48	1,203 02
	Railway operating income.....	<i>3,004,219 92</i>	<i>2,338,403 58</i>	<i>665,816 34</i>
502	Revenues from miscellaneous operations....	372,049 85	24,718 26	396,768 11
534	Expenses of miscellaneous operations.....	359,445 30	45,258 33	404,703 63
	Net revenue from miscellaneous operations.....	12,604 55	<i>20,540 07</i>	<i>7,935 52</i>
535	Taxes on miscellaneous operating property..	13,202 88		13,202 88
	Miscellaneous operating income.....	<i>598 33</i>	<i>20,540 07</i>	<i>21,138 40</i>
	Total operating income.....	<i>3,004,818 25</i>	<i>2,317,863 51</i>	<i>686,954 74</i>
<b>II. OPERATING INCOME—</b>				
504	Rent from locomotives.....	30,027 84	446,299 09	476,326 93
505	Rent from passenger-train cars.....		194,486 35	194,486 35
507	Rent from work equipment.....	15,302 59	103,158 85	118,461 44
508	Joint facility rent income.....	97,145 98	71,516 58	168,662 56
509	Income from lease of road.....	23,300 00		23,300 00
510	Miscellaneous rent income.....	70,831 43	50,873 60	121,705 03
511	Miscellaneous non-operating physical property.....	2,600 44	21,450 73	24,051 17
515	Income from unfunded securities and accounts.....	10,258 27	694,332 94	704,591 21
516	Income from sinking and other reserve funds.....		42 38	42 38
519	Miscellaneous income.....	464 79	263 57	728 36
	Total non-operating income.....	249,931 34	1,582,424 09	1,832,355 43
	Gross income.....	<i>2,764,886 81</i>	<i>3,900,287 60</i>	<i>1,145,400 69</i>
<b>III. DEDUCTIONS FROM GROSS INCOME—</b>				
536	Hire of freight cars—debit balance.....	146,274 74	151,580 79	297,855 53
537	Rent for locomotives.....		429,940 66	429,940 66
538	Rent for passenger-train cars.....	372,754 54	429,526 56	802,281 10
540	Rent for work equipment.....		91,348 22	91,348 22
541	Joint facility rents.....	69,898 69	427,372 43	497,271 12
542	Rent for leased roads.....	2,405 40	607,200 00	609,605 40
543	Miscellaneous rents.....	3,096 32	2,579 40	5,675 72
544	Miscellaneous tax accruals.....	5,364 99	3,490 55	8,855 54
546	Interest on funded debt.....		126,463 13	126,463 13
547	Interest on unfunded debt.....	646,325 82	1,243 69	647,569 51
548	Amortization of discount on funded debt.....		17,766 49	17,766 49
551	Miscellaneous income charges.....	441 72	376 00	817 72
	Total deductions from gross income....	1,246,562 22	2,288,887 92	3,535,450 14
	Net income (or loss) carried to profit and loss.....	<i>4,001,449 15</i>	<i>1,611,399 68</i>	<i>2,390,049 46</i>

## DEPARTMENT OF RAILWAYS AND CANALS

## CAPITAL ACCOUNT AT DECEMBER 31, 1932

## ACCOUNT 701 "INVESTMENT IN ROAD AND EQUIPMENT"

Road, etc.	Total as at December 31, 1931		Added during 1932		Total as at December 31, 1932	
	\$	cts.	\$	cts.	\$	cts.
Branch Line purchases—Moncton and Buctouche Railway.....	70,000	00			70,000	00
Intercolonial Railway.....	141,128,408	85	409,860	19	141,538,269	04
Prince Edward Island Railway.....	15,559,865	68	2,113	72	15,557,751	96
New Brunswick and Prince Edward Island Railway...	1,639,650	67	11,195	38	1,650,846	05
International Railway.....	3,252,929	69	1,285	02	3,251,644	67
National Transcontinental Railway.....	173,348,381	75	95,547	17	173,252,834	58
Moncton and Buctouche Railway.....	544,435	05	2,337	56	546,772	61
Salisbury and Albert Railway.....	683,081	37	256	23	682,825	14
St. Martins Railway.....	384,199	90	960	55	385,160	45
Elgin and Havelock Railway.....	203,929	40			203,929	40
York and Carlton Railway.....	64,712	81			64,712	81
Quebec and Saguenay Railway.....	7,920,035	98	5,724	81	7,925,760	79
Caracquet and Gulf Shore Railway.....	1,176,041	55	285	13	1,176,326	68
Lotbiniere and Megantic.....	186,336	16			186,336	16
Cape Breton Railway.....	138,722	49	1,095	16	139,817	65
Quebec Bridge.....	21,706,664	49			21,706,664	49
Long Lac Cut-off.....	2,847,547	01			2,847,547	01
Lawlor Building, Toronto.....	1,243,834	59			1,243,834	59
Branch Line aid.....	36,485	95			36,485	95
Acadia Coal Company.....	2,700	33	2,700	33		
Equipment:—						
Railway rolling stock.....	\$67,848,531	20				
Deduct value included in other con- stituent companies above.....	37,301,497	38				
	30,547,033	82	550,793	96	29,996,239	86
SS. Charlottetown.....	2,140,548	54	39,060	10	2,179,608	64
Other floating equipment.....	1,419,480	15	11,872	56	1,407,607	59
Motor trucks.....	6,474	96	250	00	6,724	96
	406,181,501	19	193,800	11	405,987,701	08
Capital suspense.....	551,345	57			551,345	57

## ACCOUNT 702 "IMPROVEMENTS ON LEASED RAILWAY PROPERTY"

Lake Superior Branch.....	1,361,997	47	125,099	25	1,236,898	22
Vale Railway.....	46,154	29	2,700	33	48,854	62
Van Buren Bridge.....	28,223	27			28,223	27
	1,436,375	03	122,398	92	1,313,976	11

## ACCOUNT 705 "MISCELLANEOUS PHYSICAL PROPERTY"

Minaki Lodge.....	1,090,668	08	2,679	34	1,093,347	42
Halifax Ocean Terminal Hotel.....	2,440,927	86	178	61	2,441,106	47
Charlottetown Hotel.....	853,350	53	754	91	854,105	44
Pictou Lodge.....	200,554	20	383	16	200,171	04
Malagash Spur.....	29,290	75			29,290	75
Murray River property.....	7,540	04			7,540	04
Land—Abandoned lines.....	21,721	11			21,721	11
	4,644,052	57	3,229	70	4,647,282	27

## STATEMENT OF AVERAGES—YEAR ENDED DECEMBER 31, 1932

Miles of road operated.....	4,377.89
Total engine mileage.....	9,680,201
Total train mileage.....	8,379,151
Total car mileage.....	174,746,244
<b>Gross Earnings—</b>	
Freight traffic.....	\$ 21,551,130 56
Passenger traffic.....	4,369,301 75
Mails and expenses.....	1,570,917 48
Miscellaneous (A/Cs. 103, 104, 105, 108 to 112).....	682,370 86
Incidental.....	621,439 34
<b>Total.....</b>	<b>\$ 28,795,159 99</b>
<b>Operating expenses.....</b>	<b>\$ 29,157,723 57</b>
<b>Ratio of Expenses to Gross Earnings—</b>	<b>101.26%</b>
Earnings per mile of road operated.....	\$ 6,577 41
Earnings per engine mile.....	2 97
Earnings per train mile.....	3 44
Earnings per car mile.....	0 16
Expenses per mile of road operated.....	6,660 22
Expenses per train mile.....	3 48
Repairs of locomotives.....	1,889,861 13
Repairs of freight cars.....	1,393,803 88
Repairs of passenger cars.....	1,004,171 48
Cost of repairs per locomotive.....	3,545 71
Cost of repairs per freight car.....	72 94
Cost of repairs per passenger car.....	1,761 70

## LOCOMOTIVES AND CAR EQUIPMENT AS AT DECEMBER 31, 1932

	On hand Jan. 1, 1932	Added during year	Retired during year	On hand Dec. 31, 1932
<b>Locomotives.....</b>	<b>533</b>		<b>6</b>	<b>527</b>
<b>Freight Equipment—</b>				
Automobile.....	493			493
Box.....	12,423		103	12,320
Stock.....	2,073		16	2,057
Poultry.....	2			2
Refrigerator.....	248		11	237
Eastman heater.....	185			185
Potato.....	61			61
Flat.....	1,165		40	1,125
Ballast.....	809		18	791
Coal and coke.....	973		23	950
Pulpwood.....	294		165	129
Oil tank.....	62		2	60
Caboose.....	322		3	319
<b>Total.....</b>	<b>19,110</b>		<b>381</b>	<b>18,729</b>
<b>Passenger Equipment—</b>				
Buffet parlor.....	3			3
Parlor.....	2			2
Cafe coach.....	2			2
Mountain observation.....	6			6
Combination cafe and parlor sleeper.....	1			1
Buffet sleeper.....	6			6
Dining.....	15			15
Sleeper.....	46			46
Colonist.....	35			35
First class.....	134		3	131
Second class.....	38		2	36
Passenger and baggage.....	90		12	78
Mail and express or baggage.....	14		1	13
Baggage or Express.....	79		1	78
Box baggage.....	21			21
Postal.....	11		1	10
Refrigerator express.....	20		5	15
Milk.....	4			4

LOCOMOTIVES AND CAR EQUIPMENT AS AT DECEMBER 31, 1932—*Concluded*

	On hand Jan. 1, 1932	Added during year	Retired during year	On hand Dec. 31, 1932
<i>Passenger Equipment—Conc.</i>				
Stockman's.....	6			6
Lunch counter.....	5			5
Trailers.....	9			9
Passenger and caboose.....	3			3
Observation buffet sleeper.....	3			3
Observation parlor cafe.....	13			13
Combination lunch counter and diner.....	1			1
Self propelled units.....	3			3
<b>Total.....</b>	<b>570</b>		<b>25</b>	<b>545</b>
<i>Work Equipment—</i>				
Business.....	22			22
Instructions.....	6		1	5
Vision test.....	2			2
Stores supply.....	7			7
Dynamometer.....	1			1
Lidgerwood.....	11			11
Gas.....	8			8
Cranes and derricks.....	48		1	47
Flangers.....	115		7	108
Ditchers.....	9	1		10
Ballast spreaders and trimmers.....	9			9
Pile driver.....	3			3
Steam shovel.....	14			14
Snow plow.....	86		4	82
Boarding.....	1,183	32	88	1,127
Engineer.....	4			4
Store.....	3			3
Auxiliary.....	148		7	141
Cabin and idler.....	27			27
Cinder.....	30	1	5	26
Road repair.....	10			10
Air dump.....	37			37
Transfer flats.....	10		3	7
Water tank.....	10	1		11
Fire fighting tank.....	16			16
Concrete mixer.....	4			4
Sand blast.....	1			1
Well boring.....	1			1
Test weight and scale test.....				
Ice.....	7			7
Shop service.....	11			11
Rail saw.....	1			1
Dump.....	16			16
Bridge tanks.....	1			1
Work flat.....	22		5	17
Radio repair car.....	1			1
Manure car.....	3		2	1
Rubbish.....	1			1
Ferry reach.....	1			1
<b>Total.....</b>	<b>1,889</b>	<b>35</b>	<b>123</b>	<b>1,801</b>

## RELIEF AND INSURANCE ASSOCIATION

## STATEMENT OF RECEIPTS AND EXPENDITURES FROM JANUARY 1 TO DECEMBER 31, 1932

## SICK AND ACCIDENT FUND

*Receipts—*

Credit balance from 1931.....	\$ 93,013 40
Premiums from pay lists, vouchers, etc.....	105,379 08
Proportion of railways contribution.....	9,750 00
Interest on bank balances, bonds and stock.....	7,889 23
Accounts collectable suspense.....	10,235 75
	<u>\$ 226,267 46</u>

*Expenditures—*

Sick and accident indemnity.....	83,843 43
Medical and surgical attendance.....	52,957 93
Amount transferred to operating expenses.....	8,957 91
	<u>\$ 145,759 27</u>
	<u>\$ 80,508 19</u>

## DEATH AND TOTAL DISABILITY FUND

*Receipts—*

Credit balance from 1931.....	\$ 89,488 30
Premiums from pay lists, vouchers, etc.....	78,820 89
Examination fees.....	30 00
Accounts collectable suspense.....	9,886 18
	<u>\$ 178,225 37</u>

*Expenditures—*

Death claims (144).....	77,750 00
Total disability claims (3).....	2,250 00
Examination fees.....	216 00
Amount transferred to operating expenses.....	4,823 50
	<u>\$ 85,039 50</u>
	<u>\$ 93,185 87</u>

## TEMPORARY EMPLOYEES' ACCIDENT FUND

*Receipts—*

Credit balance from 1931.....	\$ 10,000 00
Premiums from pay lists, vouchers, etc.....	19,134 82
Accounts collectable suspense.....	1,812 26
	<u>\$ 30,947 08</u>

*Expenditures—*

Death claims (9).....	2,250 00
Accident indemnity.....	11,501 52
Surgical indemnity.....	5,866 76
Amount transferred to operating expenses.....	1,328 80
	<u>\$ 20,947 08</u>
	<u>\$ 10,000 00</u>

## OPERATING EXPENSES

*Receipts—*

Proportion of railways contribution.....	\$ 5,250 00
Premiums from retired members.....	434 45
Amount transferred from S. & A. fund.....	8,957 91
Amount transferred from D. & T. D. fund.....	4,823 50
Amount transferred from T. E. A. fund.....	1,328 80
	<u>\$ 20,794 66</u>

*Expenditures—*

Salary secretary treasurer, clerks and messenger, also proportion salary A.C. medical officer and staff....	11,619 58
Auditor.....	125 00
District secretaries' salaries.....	4,155 00
Travelling expenses of officers and travelling expenses and wages of members of the general executive committee and delegates.....	3,899 01
Stationery, printing, postage, etc.....	996 07
	<u>\$ 20,794 66</u>

Credit balance as per general balance sheet..... Nil  
\$ 183,694 06

Certified correct:

HUGH J. BUCHANAN,  
Auditor.

C. C. MACDONALD,  
Secretary Treasurer.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS  
EMPLOYEES' PROVIDENT FUND

STATEMENT OF RECEIPTS AND EXPENDITURES DURING THE YEAR ENDED  
DECEMBER 31, 1932

Balance to the credit of the fund on December 31, 1931.....		Nil
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages were.....\$	222,193 64	
The contributions made by the railways were (under the act).....	100,000 00	
Special contribution made by the railways to offset deficit, year ending December 31, 1932.....	902,475 26	
Amounts received to increase retiring allowance 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 allowance payable under the provisions of the I.C. & P.E.I. Railways Employees' Provident Fund, including from January 1 to December 31, 1932.....	28,745 41	
Amounts received from refunds, etc.....	63 95	
Interest accrued (at three per cent).....	Nil	
	\$1,253,478 26	

THE EXPENDITURES WERE:

For retiring allowances.....		\$1,172,773 52
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. & P.E.I. Rlys. Employees' Provident Fund, including from January 1 to December 31, 1932.....		28,745 41
For contributions refunded in cases of deceased employees.....	22,575 61	
For contributions refunded which were deducted in error.....	460 33	
For contributions refunded to discharged employees.....	15,030 75	
Medical examinations for probationers entering the service.....	38 00	
Medical examinations for employees retiring from the service.....	29 00	
For salaries and travelling expenses, Secretary's Office, and proportion of salary of Asst. Chief Medical Officer and staff.....	13,301 98	
For stationery, printing, postage, etc.....	451 01	
For election expenses.....	72 65	
	\$1,253,478 26	
Balance to the credit of the fund on the 31st December, 1932.....		Nil

Certified correct:

C. C. MACDONALD,  
*Secretary.*

W. U. APPLETON,  
*Chairman.*

STATEMENT OF MILEAGE OF CANADIAN GOVERNMENT RAILWAYS  
AS AT DECEMBER 31, 1932

	First Main Track	Second Main Track	Yard Tracks and Sidings	Total
<i>Owned Lines—</i>				
Atlantic Region.....	2,209·17	45·82	653·15	2,908·14
Central Region.....	1,443·65	20·94	333·48	1,798·07
Western Region.....	390·13	4·90	138·67	533·70
<i>Leased Lines—</i>				
Atlantic Region (a).....	16·36		2·70	19·06
Central Region (b).....	47·91		14·81	62·72
Western Region (c).....	159·94	0·77	77·81	238·52
<i>Trackage Rights—</i>				
Atlantic Region.....	67·76		84·06	151·82
Central Region (d).....	42·97	39·25	15·16	97·38
Western Region.....			21·79	21·79
	4,377·89	111·68	1,341·63	5,831·20

## NOTE—

- (a) Includes Maple Hill to Lake Verde, 9·95 miles owned by the Canadian National Railway Company.  
 (b) Includes Taschereau to Noranda 42·83 miles owned by the N.T.R. Branch Lines Company.  
 (c) G.T.P. Lake Superior Branch.  
 (d) Includes trackage rights over Canadian National Railways Company's lines as follows:—

	First Main Track	Second Main Track
Point Levis to Hadlow.....	0·95	
Charney to Chaudiere.....	1·33	0·73
Ste. Rosalie Jct. to Montreal.....	37·23	37·20
Totals.....	39·51	37·93

## REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF RAILWAYS AND CANALS

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SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1933.

The canal system of Canada comprises a series of canals and canalized waters by which a total waterway of about 1,890 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 vessels of not more than 14 feet draught 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 76 miles of canal, with thirty-one locks and 1,142 miles of river and lake waters, or a total of 1,218 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 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. At Port Arthur, the Canadian National Railways have an additional connection with points west and south *via* the old main line of the Canadian Northern Railway.

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" (1931 edition). 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, including the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Welland Ship and Sault Ste. Marie canals.
2. The route from Montreal to Kingston *via* the Ottawa and Rideau rivers, including the St. Anne lock, and the Carillon and Grenville and Rideau canals.
3. The navigation of the Richelieu river from its junction with the St. Lawrence at Sorel to lake Champlain, including the St. Ours lock and Chambly canal.
4. The route from lake Ontario to Georgian bay *via* the Trent river, including the Murray and Trent canals.
5. The St. Peters canal across the isthmus at the southerly end of Cape Breton island connecting with the Bras d'Or lakes and the Atlantic ocean.
6. Miscellaneous works under which are comprised the abandoned Welland canal and works subsidiary thereto, the grain elevators at Port Colborne, Prescott, and Churchill, the Hudson Bay terminals at Churchill, the St. Lawrence ship canal, and the Hungry bay and Ste. Barbe dykes.

## 1. THE ST. LAWRENCE AND GREAT LAKES ROUTE

For the St. Lawrence river system of canals as a whole, traffic returns showed an increase of 656,820 tons, or about 11 per cent over the record of the previous year. Way traffic on these canals amounted to 3,543 vessels and through traffic to 4,628. The total tonnage of all cargoes was 6,693,800.

## (a) LACHINE CANAL

This canal, which lies across the southeasterly portion of the island of Montreal, overcomes the Lachine rapids, between the harbour of Montreal and lake St. Louis. It is 8.74 miles long, and has five locks with a minimum depth, at normal low water level, of 14 feet.

The canal opened for traffic April 27 and closed December 10. Minor delays to traffic only occurred during the 1932 season. These were due to such causes as obstructions to the swinging of lock gates and repairs to lock machinery.

Of repairs and improvements carried out during the year the following may be noted:—

The extensive repairs, which were rendered necessary in August, 1931 as a result of the accident caused by the ss. *Rapids Prince* and not fully completed last year, were continued in 1932. The rebuilding in concrete on crib foundation of the damaged portion of the south entrance wall to north lock 1 was completed and the area in rear backfilled and levelled. All repairs in connection with this accident have now been completed.

A new plank floor was laid both on the Atwater avenue bridge and the Rockfield bascule bridge. The steelwork of the latter bridge was painted and the street car rails removed from it.

In continuation of the work of previous seasons masonry walls were rebuilt from water level up. On the south side of the canal 1,782 feet of wall, about two miles west to Côte St. Paul bridge, was thus reconstructed and on the north side 134 feet west of lock 4. Similar work on the south side was partially carried out over a length of 2,700 feet. The work of underpinning the north wall between basins 3 and 4 was commenced.

In addition to the usual general repairs to the various canal buildings, special repairs were made to the foundation of the old power house at Côte St. Paul. At Colborne street sheds 4 and 5 the front walls were renewed and roofs repaired. The sides and roof of the Ottawa street shed 1 were also repaired. A fourth wire to the power line was installed along the entire length of the canal.

The floating plant of this canal consists of the tug *Lachine*, a steel gate lifter, two derrick scows and three flat scows. Minor repairs made during the winter included the construction of a new cabin on derrick scow No. 1, the painting of the two derrick scows and gate lifter, a general overhauling of engines and the caulking of the flat scows.

The dredging fleet of the Quebec canals consists of the steel tug *Dandy*, a dipper dredge, clam derrick, coal scow, two dump scows, five flat scows and a sounding scow. The principal repairs made to various units of the fleet included, for the tug, the partial renewal of the cabin, general repairs to deck and railings, the renewal of a 26-inch cylinder, rudder, shaft, smoke box, boiler tubes and pipe connections, the installation of new steel plates on hull and deck and new steel bulwarks. A new steel "A" frame was installed on the clam derrick with turntable, eleven keelsons were renewed and general repairs made to deck and woodwork. General repairs were also made to the dipper dredge and to dump scows and flat scows.

The operations of the dredging fleet on the Lachine canal covered the removal during the early part of the season of about 260 cubic yards of material

in the Wellington basin, similar dredging at the entrance to the Montreal Dry Docks, in which 1,170 cubic yards was taken out, the removal of 325 cubic yards of cribwork from the lower entrance to north lock 1 and the dredging of 820 cubic yards of earth from basin 1 along the wall opposite to the grain elevator. During the month of October, 1,880 cubic yards of cribwork was removed at the lower entrance to north lock 1, the material thus available being used as fill behind the newly constructed entrance wall already alluded to in connection with repairs resulting from the *Rapids Prince* accident.

The construction of a tunnel under the canal for the accommodation of Wellington street traffic, which was commenced by the city of Montreal in December, 1931, is now practically completed and it is expected will be opened for traffic in the near future. A description of this tunnel is included in last year's report.

#### (b) SOULANGES CANAL

The lower entrance to this canal lies 16 miles west or upstream of the upper end of the Lachine canal. The canal is 14.67 miles long, has five locks with a minimum depth of water of 15 feet and extends from Cascades Point to Coteau Landing.

Navigation opened April 25 and closed December 10.

One serious delay to traffic only occurred during the season. On October 4 ss. *Lillemor* struck and damaged the swing bridge at St. Antoine road, a steel through truss, causing a delay of fourteen hours and the detention of twenty-nine vessels. Road traffic was carried over by a ferry while the bridge was out of commission.

Repairs of a minor nature only were found necessary during the year. These included the following:—

One new lock gate was constructed as a spare gate for locks 1, 2 or 3. The bottoms of locks were cleaned by a diver and general repairs were made to lock buildings and machinery.

Repairs to bridge 2 at St. Antoine road, damaged by ss. *Lillemore*, were made by the Dominion Bridge Company. The steelwork of bridges 1 and 7 was scraped and repainted.

General repairs were made to slopes on both sides of the canal and to the vertical concrete wall on the north side between locks 1 and 2.

The quarry supplied during the year about 5,000 cubic yards of crushed stone and one-man stone for use at various points on the Quebec canals.

The floating plant, consisting of tug *Carillon* and a gate lifter, derrick scow and six flat scows, received necessary repairs. The construction of a new hull for the tug, commenced last year, was completed.

#### (c) CORNWALL CANAL

This canal, the foot of which lies at the westerly or upstream end of lake St. Francis, 31 miles from the head of the Soulanges canal, is 11 miles long, with six locks and a minimum depth of 14 feet. It surmounts the Long Sault rapids. A repair basin 250 feet long, 300 feet wide and capable of accommodating vessels of St. Lawrence canal size with 13 feet draught is operated in connection with this canal. It is situated between old locks 16 and 17 at Cornwall.

Navigation opened April 23 and closed December 12 and the canal was operated during the entire season without accident or serious delay to traffic.

The usual inspection of canal reaches was carried out during the period in April when the canal was unwatered and all necessary repairs were made to banks and stone protection below the water line. Extensive repairs were

made to about 1,750 lineal feet of concrete slope wall on the north side of the canal west of Cornwall bridge and to about 1,100 feet of slope west of lock 18. About 2,720 lineal feet of stone slope protection also was rebuilt during the season.

The lower entrance to the canal, which for a number of years had been gradually filling up with silt, was dredged and cleaned out in November last, about 1,300 cubic yards being removed. The entrance when swept on the conclusion of the work was found clear to a depth of two feet below the lower mitre sill of lock 15.

On the north side of the lower entrance to lock 19 the old cribwork throughout its entire length of 140 feet was rebuilt above the water line.

Along the south side of the basin between locks 16 and 17 a large section of the dry masonry retaining wall collapsed and fell into the canal last season. As it was clear of passing vessels, however, it has been allowed to remain up to the present. It will be rebuilt before navigation opens for the 1933 season. This wall, which is about 550 feet long, has been in place for upwards of fifty years. It is now considered advisable to rebuild it for its entire length, the work being carried on every spring before the flooding of the basin until completed.

As the lower oak mitre sill of lock 17 had become badly worn along the face, extensive repairs were made to it last season. All defective sections were replaced with new protective angle irons.

Eight large cast iron mooring posts were set along the south bank between Cornwall bridge and lock 18 and four small posts in the service wharf west of the bridge.

All operating machinery on lock gates, weirs and bridges, was fully gone over and all necessary repairs made. Extensive repairs were made to various parts of the machinery in the blacksmith shop, carpenter shop, machine shop and electric shop.

About 1,500 feet of the highway on canal property between Mille Roches bridge and the weir at the foot of Sheiks island was resurfaced on a width of 10 feet with a mixture of gravel and asphalt. North of the bridge the highway was repaired. The main entrance road to the canal offices and shops, which had for long been in a very bad condition, was rebuilt with a base course of stone and quarry waste well rolled and surfaced for a width of 10 feet with a mixture of stone chips and asphalt. Similar improvements were made to the road leading to the service wharf and stone yard.

A complete new floor system was laid on the Cornwall swing-bridge, the planking being 2-inch oak. The north approach to this bridge for a distance of 30 feet was resurfaced in concrete. The operating machinery of this bridge was removed after the close of navigation and a new main driving shaft and pinion, two main driving shaft bearings, two intermediate shafts, one end roller and four roller shafts, fabricated at the Cornwall shops and reinstalled at the bridge.

On December 21, 1932, the transformer house at lock 19 was completely demolished by fire. A temporary shed was erected to replace it. A transformer house from old lock 20, no longer used, will be repaired and placed in position soon after the opening of navigation. Repairs were made to the roofs of the greenhouse, drive shed and storehouse and ten new window sashes installed in the carpenter shop and twelve in the machine shop. New sills were installed at the lighthouse and all outside woodwork of the main office building was painted.

The floating plant of this canal consists of the C.G.S. *W. A. Bowden*, a gate lifter, boarding scow, derrick scow, pontoon scow, six flat scows, and a stone crusher. One of the flat scows constructed in 1916 was rebuilt during the year.

## (d) FARRAN'S POINT CANAL

This canal, together with the Rapide Plat and Galops canals, which succeed it upstream, form the group known as the "Williamsburg Canals." The length of the Farran's Point canal is 1.28 mile. It has one lock and is situated 5 miles west of the Cornwall canal.

The canal was opened to navigation April 23 and closed December 12.

On October 31 the ss. *Sisco*, upbound, when entering the lock collided with and seriously damaged the south masonry entrance wall. It was necessary to relay the two top courses on a length of about 50 feet and rebuild in concrete a section of wall about 16 feet long to 4 feet below water line.

On the north side of the lower entrance to the old lock, for about 160 feet, the old cribwork, which had fallen into considerable disrepair, was removed to water level. The face of the bank behind the removed cribwork was revetted with stone.

The floating plant assigned to the Williamsburg canals consists of a gate lifter, derrick scow, three flat scows and a boarding scow. The derrick scow received extensive repairs while wintering in the Cornwall repairing basin; these included complete reconstruction of both sides and one end, partial renewal of deck beams and planking as well as improvements to the mechanical equipment.

## (e) RAPIDE PLAT CANAL

This canal extends from the town of Morrisburg to Flag's bay, a distance of 3.89 miles. It is situated 9½ miles above the Farran's Point canal and has two locks.

Navigation opened April 23 and closed December 12 and no delays were occasioned through any cause.

Extensive repairs were made to the stone protection of the south bank for a considerable distance below lock 24 and to the cribwork supporting the masonry wall below the Morrisburg shops. Attention had also to be given to the concrete wall on the north side of the lower entrance to lock 24 damaged from frequent impact of large vessels. The concrete slope wall on the north side also received repairs over a length of about 1,000 feet.

Seven cast-iron mooring posts set in concrete were placed on the south bank above the canal shops. A new footbridge was built across the creek at Flag's bay above lock 24.

## (f) GALOPS CANAL

Situated about 4½ miles west of the Rapide Plat canal, the Galops canal extends from the village of Iroquois to a point 1½ mile above the town of Cardinal, a distance of 7.36 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 to navigation on April 23 and closed December 12.

The lower entrance to lock 28, which had been gradually filling up since 1927 so that vessels of the larger class were experiencing difficulty at low stages of the river, was dredged to a depth of 6 inches below the level of the lock entrance over an area of about 32,300 square feet. This work was carried out during the month of November.

On the south side of the upper entrance the stone protection was rebuilt throughout its entire length. Repairs were also made to the stone protection along the south side of the canal.

In October last the intermediate gates were removed from lock 24 where they had been standing in the middle recess since 1894. They are now being

rebuilt at Cornwall. The upper gates of lock 27 were lifted in October last and steel plates placed under the steps. This has had the effect of giving a better clearance between the gates and the lock floor and eliminating the difficulty caused by gravel and small stones collecting in the recess.

General repairs have been made both to floors and machinery of the bridges at Cardinal and Iroquois.

The old barn at the bridgemaster's house at Cardinal, being in a state of disrepair, was taken down and the material used in the erection of a shed. The roofs of two lock houses, a watch house and an oil house were shingled.

Water levels in the river were fairly satisfactory up to the end of July. In August, however, and until the close of navigation a general fall in levels was experienced and for most of the remainder of the season the draft of vessels using the canals was restricted to 13 feet 8 inches.

### (g) WELLAND SHIP CANAL

Construction work on this undertaking, which has been in progress since the latter part of 1913, was sufficiently far advanced to admit of the canal being opened for through traffic on November 22, 1930. During the season of 1931 vessels were restricted to 18 feet draught with other dimensions of St. Lawrence canal size. Last season the permissible draught was increased to 22 feet for vessels having a maximum length of 600 feet. For the season 1933 it is expected that the canal will accommodate vessels 700 feet in length of 75 feet beam and with a draft of 23 feet 6 inches.

The official opening of the canal by His Excellency the Governor General, Lord Bessborough, took place on August 6, 1932.

The former Welland canal entered lake Ontario at Port Dalhousie. The new ship canal has its lake Ontario terminus at Port Weller, a newly constructed harbour about three miles east of Port Dalhousie. From Port Weller the canal proceeds by an entirely new route to Allanburg, a distance of eleven and one-half miles. Here it joins the route of the former canal which it follows in general to the village of Humberstone, a further distance of twelve miles. A diversion, two and one-half miles long, is now made to the east of the old route and the latter followed again for the final half mile to the lake Erie entrance at Port Colborne. The total distance from lake to lake is twenty-five miles and the extreme length of the canal between harbour limits 27.6 miles.

From lake Ontario, the summit level of the canal, or average level of lake Erie, 327 feet above that of lake Ontario, is attained in a distance of about seven miles by means of seven locks, three of them twin locks in flight, each with an average lift of 46½ feet. There is a guard lock at Port Colborne for the accommodation of such variations as may occur in the level of lake Erie.

The lift locks are 859 feet long between inner gates and 80 feet wide and provide a depth of 30 feet of water over the mitre sills. The guard lock has a length of 1,380 feet between inner gates and a width of 80 feet. The width of the canal prism at bottom is 200 feet.

For purposes of construction the canal was divided into eight sections numbered southerly from Port Weller. The main operations in its construction have been carried on under contract.

Following is a brief account of the present status of the various sections of the canal and the principal work carried out during the past fiscal year.

*Section No. 1.*—This section extends from the harbour of Port Weller southerly a distance of about 3 miles. Since the close of the 1930 season all the principal construction works have been completed. These have included (1) the main contract under Johnston P. Porter comprising the harbour works,

lock 1, the substructure of one highway bridge, and the prism excavation and (2) the construction of the gate dock under contract with the T. A. Brown Company Limited.

Under contract with the Standard Steel Construction Company a structural steel and metal clad building, 42 feet by 90 feet, supported on concrete piers, was erected in the summer of 1932 on the east pier at Port Weller for the storage of spare taintor valves, gate fender booms and other spare parts of large dimensions. The work was commenced early in May and completed in August.

*Section No. 2.*—This section extends to the village of Merritton, a distance of  $4\frac{1}{2}$  miles. The work involved in its construction, which was carried out under the same contract as Section No. 1 and was finally completed in June 1931, included the building of locks 2 and 3 with entrance walls, weirs, etc., the substructures of three highway bridges, the excavation of the prism and the placing of water-tight embankments.

The St. Catharines dock and turning basin at the east end of Westchester avenue, the construction of which was commenced in September, 1931, under contract with Aiken, Innes & MacLachlan, was fully completed on May 14, 1932. This dock, which is of pile and timber construction, consists of six rows of wooden piles driven on a 500-foot face along the prism slope with heavy timber caps and bracing all below water level, the whole area floored over with heavy planking. Along the face of the dock and supported on the floor system runs a concrete wall, the top of which is 5 feet above water level. The wall is suitably backfilled to the level of the top of the prism slope.

In April, 1932, another contract was entered into with Aiken, Innes & MacLachlan for the construction of a structural steel and metal-clad freight-shed to provide storage facilities at the dock just described. The building is 128 feet long by 40 feet wide, is supported on concrete pedestals, and is provided along the back face with a 9-foot loading platform. A roadway in rear makes connection with Westchester avenue. The building had been completed and was ready for use by the end of last June.

A contract was entered into with Hill & Sibbald in September, 1932, for the flattening of the east slope of the prism to 3 to 1 for a length of about 800 feet from bridge 5, near Merritton, southerly. A movement, indicated by large cracks, had been apparent for some time in this slope and the necessity for remedial measures urgent. All work in this connection was completed by the end of November.

*Section No. 3.*—This section extends southerly from Section No. 2 for a distance of about two miles. The work involved, which since 1922 has with Section No. 4 been carried on under contract with the P. Lyall & Sons Construction Company Limited, has comprised 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, three bridges, 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.

In September, 1929, the Lyall Company went into voluntary liquidation. The work, however, has continued without interruption, having been carried on under direction of the receiver.

During the past season the placing of water-tight material in the easterly half of the pond 6 dam was continued and by the end of August had been completed. The material in the temporary dam was used in making the permanent dam water-tight. On October 1 last the lock 6 pondage area was filled for the first time to regulated water level. The entire removal of the temporary

dam was continued during the past winter and has now been completed. During the coming summer some few minor operations, trimming, sodding, and the placing of stone protection, will entirely complete operations in this area.

The conversion of the abandoned portion of the Welland canal, from lock 11 to lock 18, into a discharge channel for pond 6 regulating weir had been completed by the end of October, 1932. The work carried out last season consisted chiefly in the construction of concrete crest weirs at the head of each of the old locks, the lengthening of the supply weirs of pondages 17 and 18, the placing of concrete protection on portions of the slopes and bottom of the abandoned canal and the replacement by concrete structures of two wooden bridges on the Merritton-St. Davids road over lock 12 pondage area and lock 13. A small amount of trimming and sodding of embankment slopes will be carried out in the coming season as concluding minor operations.

*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 one-third of a mile north of the northerly end of the village of Allanburg. The work involved has comprised excavation for canal prism and for foundations of guard gates and safety weir, the construction of Shriner's and Beaver dams culverts, the relocation of a branch of the Canadian National Railways, the construction of two bridges, and various other lesser undertakings.

This section, as previously stated, is included with Section No. 3 under the P. Lyall and Sons Construction Company's contract.

Only a few minor operations, all of which are now completed, remained to be carried out on Section No. 4 in the 1932 season. These consisted in the completion of the laying of stone slope protection on the west slope south of the safety weir, the construction in concrete of one pier and two deck slabs of the upper west entrance wall of the guard gate structure omitted in the original construction to allow of the passage of floating plant, the completion on the east side of the prism south of bridge 10 of the embankment slope and the completion of all fencing of canal lands.

*Section No. 4B.*—This section, which lies immediately south of Section No. 4, includes a stretch of canal prism one-quarter of a mile in length. It is situated immediately north of the junction of the present canal with the route of the ship canal near the village of Allanburg. The work to be performed has consisted of prism excavation, the construction of watertight embankments and the building of a siphon culvert to carry the Davis creek under the canal. A contract covering this work was let to Johnston P. Porter, July 28, 1926.

All work on this section was brought to completion last season. Such operations as were carried on consisted mainly in the sweeping of the excavated prism to the elevation of final grade. By the end of November the entire section had been satisfactorily cleaned up.

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

All work on this section, which since 1919 had been carried on under two successive contracts with the Canadian Dredging Company, was completed in 1931.

*Section No. 6.*—This section extends from a point on Section No. 5, about one mile north of Port Robinson for a distance of approximately 5 miles southerly to Welland. The overlap on Section No. 5 became necessary on account of some silting which had taken place in the canal prism north of the original

northerly boundary of Section No. 6. The work to be performed has included 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 of six 22-foot diameter concrete tubes, the construction of a highway bridge over the Welland river at Port Robinson, the building of water-tight banks, concrete protection for slopes, etc.

The work performed during the past year has consisted chiefly in the cleaning up of the canal prism to final level and the completion of previously unfinished items of trimming, sodding and slope protection.

Two hydraulic dredges were employed in the work of excavation and this together with the sweeping of the entire section, had been satisfactorily carried out by the end of June, 1932.

During the remainder of the season a small amount of dry excavation was done at various points preparatory to sodding. This latter operation also had all been finished by the end of August.

A small additional amount of slope protection was placed on the west bank south of bridge 12, where the previously completed bank had slightly subsided, and on both banks of the discharge channel of the siphon culvert.

Due to settlement in the east slope south of Port Robinson, over a distance of about 7,000 feet, it was found necessary to deposit about 1,200 cubic yards of watertight material.

Along the west side of the abandoned Welland canal from Quaker road bridge to Port Robinson the tow-path roadway was regraded and macadamized.

The carrying out of the operations just described has completed all construction work on this section.

*Section No. 7.*—This section, which is about 6 miles in length, extends from the city of Welland to the northerly limits of the village of Humberstone. The work to be performed, which since December 30, 1924, has been under contract with the Canadian Dredging Company, Limited, has included 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 the point where it crosses the line of the Welland canal north of Humberstone, the construction of five bridges, the building of retaining and dock walls at both ends of the section, slope protection works etc.

Operations under the main contract, which during the 1931 season had been far advanced towards completion, were carried on to practical completion in 1932 and for the coming summer there remains to be done only a small amount of slope widening followed by sodding and the placing of stone protection. The work performed during the fiscal year just ended has consisted principally in the final cleaning up of the prism, flattening of previously constructed slopes and the widening of the prism north of bridge 15.

From the beginning of May until the close of navigation two dredges were employed in excavating to final grade that portion of the former Welland canal which is now utilized as a discharge channel from the supply weir at Humberstone. With the completion of this operation all prism excavation on the section was finished.

The flattening of prism slopes on both sides of the canal as a means of checking slides, begun in the previous season, was continued last year.

To improve the channel approach to the west passage of bridge 15, the Michigan Central Railway crossing at Welland South, and as a result of representations and requests by the steamship companies, the work of widening the prism north of the bridge was taken in hand and all the dry excavation required was completed leaving the dredging operations still to be performed in the coming season.

The construction at Welland South of a concrete pile dock to replace the former Welland canal pile and timber structure, which due to the enlargement of the prism, had become unstable, was commenced early in July, 1932, under contract with Cameron and Phin. This new dock, situated on the west side of the canal just south of bridge 16, consists of seven rows of vertical reinforced concrete piles and an outside row of batter piles supporting a reinforced concrete deck 47 feet 6 inches wide and 630 feet long. The deck in rear of the face coping, to a depth of 2 feet, is covered with crushed stone, the surface being completed by a macadamized finish. All excavation, both dry and wet, had been completed by the end of September and the driving of eight test piles was then proceeded with. The driving of piles for the dock was commenced in November and, with the exception of the row of fender or batter piles, had been completed by the end of January. These piles were cast by the contractor in a building near the site of the dock. Rock filling has been placed on the excavated slopes of the dock area and the only work remaining to be done in the 1933 season is the driving of the row of fender piles along the face of the dock, the placing of the reinforced concrete deck with its stone filling and the installation of the necessary anchor rods with their bank anchors.

*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 has consisted 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 a guard lock with entrance walls, etc., the construction of a supply weir across the Welland canal on Main street, Humberstone, the dredging and deepening of the harbour and the building of an extension to the breakwater at Port Colborne, the construction of three bridges and numerous other minor undertakings. The main contract for this work was let in February, 1924, to A. W. Robertson, Limited.

All work on the land division of this section had been completed prior to 1932 and there remained as final operations in the completion of the contract only a small amount of clearing up work in the harbour and lake channels. This included chiefly the removal of the ridges on either side of the previously excavated area followed by final sweeping operations, all of which was completed by the end of last September.

*Construction Railway.*—During the past fiscal year the construction railway has been required for occasional use only in the movement of maintenance and repair equipment and materials. As a unit in the construction organization it is no longer required. Tracks and other equipment of the permanent way as well as rolling stock have been maintained so far as necessary.

*Steel Lock Gates.*—The fabrication and erection of all steel lock gates under the contract entered into with the Steel Gates Company in 1926, together with the initial painting, had been completed prior to 1932. The only further work incumbent on the contractor during the past year has been the maintaining of the paint work, an obligation originally extending to July, 1937, but which, under the terms of a supplemental agreement just entered into, will now terminate April 30, 1933. This painting is now practically completed.

*Gate and Valve Machinery.*—All gate, valve and weir machinery for the equipment of the canal structures has been supplied under two contracts with the Montreal Locomotive Works. The installation of this machinery, with the exception of the operating equipment in the valves of the regulating weir of the lock 6 pondage area, had been installed by departmental forces prior to 1932.

The installation of this last piece of equipment was accomplished in the summer of 1932 and the one year's guarantee period of satisfactory service, as required by the terms of the contract, will expire at the end of September next. All other equipment supplied under these two contracts has now satisfactorily completed this period.

*Wire Rope Fenders.*—The twenty-three wire rope fenders with fender brakes for the protection of the lock gates, supplied under contract with the Montreal Locomotive Works, have all been installed, this work being completed in June, 1932. With the exception of the fenders for lock 8, the last installed, all this equipment has now completed one year's satisfactory service.

*Power House and Equipment.*—The construction of the power house on the west side of the canal at the foot of the flight locks together with its equipment, a work which has been in hand since October, 1929, was satisfactorily completed last summer and the power house was put in service at the beginning of November, 1932. The construction of this building has been carried out and its hydro-electric equipment installed as follows:—The substructure was erected under contract with Aiken, Innes & MacLachlan, work being commenced in October, 1929, and completed the following June. The superstructure of the building was then erected by departmental forces, being completed and available for the installation of equipment by the middle of November, 1930. Three 5,000-horsepower hydraulic turbines were supplied under contract with the S. Morgan-Smith Inglis Company and three 5,000-horsepower generators under contract with the Canadian General Electric Company. Six power transformers for the step-up station, the main switchboard equipment and auxiliaries and the disconnecting switches were supplied under contracts with the English Electric Company. Oil circuit breakers were supplied by the Canadian Westinghouse Company.

As an adjunct to the penstock supplying the power house a differential surge tank was installed under contract with the Horton Steel Works. The first deliveries of materials were made in July, 1931, and the entire erection completed in June, 1932, since when the surge tank has been in satisfactory operation.

*Departmental Operations.*—A number of minor operations of construction were carried out during the year by departmental forces. These included the following:—

At the regulating weir of the pond 6 dam the installation of all operating machinery was completed. Final operations in connection with the placing of the wire rope fenders at lock 8 were also carried out. All machinery on the canal has now been installed.

For the supply of compressed air for various repair work carried out in the vicinity of the flight locks, a small concrete building was erected at lock 6 for the housing of an air compressor with distributing pipes extending over the area of the three twin locks. This building is now ready for the installation of machinery.

During the year a permanent power line was constructed from lock 6 along the dam to the pond 6 regulating weir. The temporary power line installation along the west side of the upper entrance to lock 3 was also replaced by a permanent installation. All electrical construction is now complete for the entire canal.

For fire protection at Port Weller, a complete system of underground pipes with necessary hydrants was installed last winter together with pumping equipment.

The above with a number of other minor operations completes all departmental construction operations on the canal.

*Traffic.*—During the navigation season of 1932, 5,712 vessels, carrying cargoes aggregating 8,537,460 tons passed through the canal. Of these, 4,473 were Canadian and 1,239 United States vessels. The increase in tonnage carried over that of the previous year amounted to about 17½ per cent.

*General Summary.*—For the principal items of work involved in the construction of the entire canal the total quantities completed to the close of the past fiscal year are as follows:—

	Cubic yards
Rock excavation. ....	9,281,000
Earth excavation. ....	52,817,000
Concrete. ....	3,614,000
Watertight embankments. ....	5,100,000

Such small operations as still remain to be carried out will, it is expected, be all completed during the coming season.

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

This canal provides communication between lakes Huron and Superior, surmounting by a single lock the rapids of the St. Mary river. It is 1.38 mile in length between the east and west extremities of the entrance channels and under usual conditions provides a minimum depth on lock sills of 18 feet 3 inches.

It may be noted here that the United States canals situated directly across the river, comprise four locks, two with 6 feet greater depth than the Canadian lock. They are known as the St. Mary's Falls canals. Vessels of both countries may use either system of locks at will.

The Canadian canal opened to traffic April 17 and closed December 15. There were no serious accidents or delays during the season.

The total registered tonnage of vessels which passed through the lock during the 1932 season declined by 9.2 per cent from the record of the year before. Freight tonnage, however, has shown a continued increase since 1930, amounting for the 1932 season to 38 per cent. The actual tonnage carried, 2,337,201, has only once been exceeded within the past ten years. This increase may be explained as probably due to a greater use of small vessels, a considerable proportion of the large ones, which must use the St. Mary's Falls locks, being laid up as a result of depressed business conditions. The commodities in which the principal increases were shown were wheat, oats, general merchandise and bituminous coal.

During the 1932 season the United States Government was engaged in deepening the river by dredging the channel above their canal and across the entrance to the Canadian canal. It was necessary for the prosecution of this work to close a portion of the Canadian channel, only half of its full width of 500 feet being open at a time. This work, which is still in progress, will probably be completed early in the 1933 season.

The mean depth of water in the lock during the past navigation season was 17.5 feet, a slight improvement on the previous year.

## 2. OTTAWA AND RIDEAU RIVERS

For the Ottawa river canals, which include the Ste. Anne lock and the Carillon and Grenville canals, the total tonnage of merchandise transported during the season of 1931 was 253,523, a decrease of about 49 per cent from the previous season's record.

Statistics for the Rideau canal for the same period show a total tonnage of 25,690, or a reduction of about 7 per cent from the record of 1931.

## (a) STE. ANNE LOCK

This lock 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 April 27 and closed November 30. There were no accidents or delays during this period.

Minor repairs only were found necessary. These included the placing of steel plates in the hollow quoins of the lock, repairs to lock sills, the cleaning and repair of the lock bottom and the installation of new gates at both ends. At the upper entrance the tops of six small piers were surfaced with concrete slabs.

Owing to continued high water it was found impossible to proceed with the work of renewing in concrete the old pier at the upper entrance. This improvement has therefore been carried over to the 1933 season.

## (b) CARILLON AND GRENVILLE CANALS

From the Ste. Anne lock to the foot of the Carillon canal there 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 0.94 mile in length with two locks, giving a total lift of 14 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, extending upstream from 6 miles above the Carillon canal, are surmounted by the Grenville canal 5.94 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 April 27 and closed November 30. There were no serious delays to traffic.

Among repairs carried out during the year the following may be noted:—

A new pair of gates was provided both for lock 4 and lock 7. The sills of lock 7 were repaired and steel plates installed in the hollow quoins. Cast-iron mooring posts were placed at lock 6. All lock gates were painted and lock machinery repaired.

Along canal reaches between locks 5 and 7, 475 lineal feet of masonry sidewalls were constructed varying in height from 3 feet to 9½ feet. Earth and shale were excavated from the bottom of the canal on the north side along the first curve below lock 6 over a distance of about 4,500 feet and on the south bank for a length of 285 feet, the material being deposited and levelled on the north side of the canal.

Under contract with the Dominion Reinforcing Steel Company eighteen steel stoplogs of truss design were supplied for use in unwatering, the wooden stoplogs formerly used having become unfit for further service.

Of the floating plant of this canal, which consists of the tug *Shirley*, a gate lifter and six scows, the gate lifter and two of the scows were repaired, caulked and painted. A new wooden scow, 60 feet by 17 feet, was built in replacement of the worn-out auxiliary scow used as a counterweight with the gate lifter when heavy gates are being raised or lowered.

## (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 126.25 miles long and has forty-seven locks with a minimum depth of 5 feet over the sills. It rises by thirty-three locks to a summit in the upper

Rideau lake, from which body of water it descends by fourteen locks to the level of lake Ontario. A subsidiary canal  $7\frac{1}{4}$  miles in length with minimum draught of 5 feet, known as the "Tay Branch" connects the town of Perth with the north end of the lower Rideau lake. The entire canal system is traversed by eight railway and thirty-one highway bridges.

Navigation opened at Ottawa, April 28 and at Kingston Mills, May 1. It closed at Ottawa, November 30 and at Kingston Mills, November 26.

Through navigation of the canal for a draught of 5 feet was maintained during the entire season.

Commercial vessels entering the canal during the 1932 season numbered 450 as against 511 in the previous season. In tonnage of merchandise transported there was a falling off of about  $6\frac{1}{2}$  per cent. Pleasure craft lockages numbered 9,083 compared with 10,120 in the previous summer.

Of improvements and repairs carried out during the year the following are among the more important:—

At Merrickville the old steel swing highway bridge across the foot of the upper lock was replaced by a new through plate girder 75-foot swing span with an 18-foot roadway and a sidewalk. Alterations were made to the former masonry pier and abutments and the timber rest piers rebuilt in concrete. The supply and erection of the new span was carried out under contract with the Standard Steel Construction Company of Port Robinson.

At Ottawa the ground at the Echo drive timber shed was levelled and graded and a new approach to the driveway constructed. The timber rest piers of the Bronson avenue swing-bridge were taken down, rebuilt in timber and stone-filled.

The dam at Black Rapids, which is a curved stone-filled timber structure covered with steel plate, suffered damage from ice during the high water of April, 1932. The toe of this dam for a considerable length was lifted, the timbers shifted and broken and much of the stone washed out. Repairs, commenced at the close of navigation and now completed, have been effected by the placing of new footing timbers bedded in concrete and anchored to the rock foundation. The west pier in this dam, similarly damaged, was taken down and rebuilt in timber with stone-filling.

At Burritts Rapids the lower lay-by pier, which was wrecked in the spring freshet, was taken down and rebuilt in timber with plank facing.

The timber swing highway bridge across the upper lock at Nicholson's was rebuilt by departmental forces and painted. The concrete wall on the north side of the river west of the dam was repaired over a length of about 200 feet, the voids caused by ice erosion being filled with concrete and scrap iron and faced with steel plates. This work was carried on without serious interference to the power-house by the lowering of both the upper and lower reaches.

At Kilmarnock lock, a portion of the stone wall on the south side of the upper entrance, which had fallen down, was rebuilt.

At Smiths Falls new joists and plank flooring were laid on the Abbot street fixed bridge across the waste water channel north of the detached lock. The wharf above the detached lock was replanked.

Craig street bridge, a steel swing span across the Tay river in the town of Perth, was replanked.

The wooden swing-bridge which crosses the lock at Chaffey's was replanked.

At Jones Falls, the sandstone invert arched floor of the lock, which had become badly disintegrated, was removed and reconstructed in concrete. Portions also of the lock walls were similarly repaired.

New lock gates were erected at Edmond's, Smiths Falls, Beveridge's, Newboro, Chaffey's and Davis' lock stations.

The floating plant of the canal, consisting of tugs *Agnes P* and *Loretta*, dipper dredge *Rideau*, launch *Lola* and various scows, was employed at various

points during the 1932 season. The dipper dredge with the *Agnes P* and two dump scows during the early part of the season placed clay on the retaining dams at Hogsback and Black Rapids, proceeding afterwards to Nelson's Gully south of Hogsback where deepening operations were carried on for three days to permit access of motor boats to the property of the Rideau Aquatic Club. The plant was then removed to the canal basin north of Gore street in the town of Perth and was employed for two weeks in the removal of a shoal. Operations were then carried on for some time in the deepening of the channel between Kingston Mills and Kingston to ensure 5 foot draught. The remainder of the season was occupied in placing clay on the dam at Edmond's lock station and in other small operations. The tug *Loretta* was employed for some time in the placing of 437 spar buoys along the channel, a considerable addition to former equipment which will greatly facilitate the navigation of the canal.

### 3. RICHELIEU RIVER NAVIGATION

A total of 319 vessels passed through the locks of the Richelieu river in the 1932 season. The tonnage transported amounted to 29,350, a decrease of about 42 per cent from the traffic of the year before.

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

At a point on the Richelieu river, 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.

The new lock, which went into operation last season, provides a minimum depth of water on the lower sill of 12 feet.

Navigation opened May 1 and closed November 30.

The first boat to use the new lock was passed through it May 2, 1932. The lock was operated by hand during the ensuing season, work on the necessary installation for electrical operation proceeding meanwhile. This installation is now practically completed and will go into use during the coming season of navigation.

All work connected with the contract entered into in May, 1930, with Robertson & Janin for the construction of the new lock had been completed by the end of June, 1932. The dredging of the lower and upper entrances to the lock, carried on by departmental forces in previous years, was continued last season. A total of about 6,785 cubic yards was removed at the lower and 8,040 cubic yards at the upper entrance. This material was used for the most part as filling for the upper entrance to the old lock, the lower portion of which is now utilized as a dock. The canal grounds have now been graded and sodded and a complete new lighting system has been installed.

Such repairs as were carried out were of a minor nature only including the usual maintenance of buildings, canal grounds and scows used with the floating plant.

#### (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 11.76 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, nine in number, provide a depth of 6½ feet of water over sills.

The canal was opened to traffic May 2 and closed November 30.

Along both sides of the canal riprap walls were repaired where necessary. For a total length of 1,362 feet these were replaced by dry masonry. The work of renewing the crib entrance walls at the lower east approaches to locks 4 and 7 was commenced.

The crib abutment at the east end of bridge 5 was rebuilt in concrete.

The floating plant of the canal, consisting of tug *Chambly*, a dredge, a steam derrick and six scows, received the usual repairs. The construction of a new repair scow to be used as an ice breaker as well as for derrick and sounding operations was nearly completed. The dredging fleet was employed during the summer in deepening the canal at Wood's creek and, at Iberville, in dredging work for the Department of Public Works.

#### 4. LAKE ONTARIO TO GEORGIAN BAY

##### (a) MURRAY CANAL

This canal is without locks. It consists of an open waterway 5.15 miles long and 80 feet in width with 11 feet depth at low water (Elevation 244) across the isthmus of the Prince Edward County peninsula and connects the bay of Quinte with lake Ontario.

Navigation opened April 13 and closed December 10. No delays, due to accident or other cause, occurred during the season.

Traffic, as recorded by bridge swings, declined by about 36 per cent from the records of the previous year.

At the Canadian National Railways bridge, the decayed timber superstructure on the south face of the cribwork between the pivot and rest piers was removed to low water level and replaced by a light concrete wall. Similar renewals were made at the Smithfield and Brighton road bridges and at the public wharf. The Trenton road and Brighton road bridges were painted and small repairs made to guard rails.

The usual repairs were made to canal banks, roads and fences.

##### (b) TRENT CANAL

The route of the Trent canal, as now in operation, lies between Trenton, on the bay of Quinte, where direct connection is made with lake Ontario, and Port Severn, 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, except at Swift Rapids and Big Chute where marine railways are employed. 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, Stony 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 Mitchell 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 the Talbot river and 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 outlet at Port Severn. From Trenton the canal rises to a summit at Balsam lake, the level of which is about 595 feet above that of lake Ontario. From Balsam lake to Georgian bay there is a fall of 260 feet. The total length of the route from lake to bay is about 240 miles. In addition to the through route

the canal includes also a branch to Lindsay and Port Perry, *via* the Scugog river and lake, 35 miles in length, a branch from Buckhorn lake to Chemong Park, 8 miles long, and another from Pigeon lake to Omeme, 10 miles. The total length of the entire canal system amounts therefore to upwards of 300 miles. It includes in all forty-four locks, two of which, namely, the lock at Peterborough and that at Kirkfield, are hydraulic lift locks. The route of the canal is traversed by sixty-four bridges; twenty-two of these are railway bridges, the remainder highway. Included also in the operation of the canal is a reserve water system which embraces sixty-one lakes with thirty-six reservoir dams.

The dates on which the various sections of the canal were opened and closed to traffic will be found in the tabular statement at the end of this report.

During the 1932 season of navigation commercial vessels registered on the Trent canal numbered 1,342. The number of pleasure craft lockages was 5,661. The decline in general traffic from the previous season amounted to about 22 per cent. Cargo tonnage amounted to 5,189, a drop of nearly 80 per cent from the previous year's record. Total lockages for the season were 14,957 of which 11,172 were east of the Severn river.

The most important works and improvements carried on during the year have included the following:—

A contract was entered into in November last with W. J. Kitts, of Toronto, for the construction of a concrete dam at lock 22 in replacement of the present timber structure built in 1898. Preliminary work only, in the delivery of materials, has thus far been carried out.

For the better control of the level of Six-mile lake, at the westerly end of the Severn river division of the canal, it was decided to construct a concrete regulating dam across the outlet of Crooked lake into McRae lake. The work, which was carried out by canal forces during the summer of 1932 was completed by the end of August. The entire dam, including wing walls, is about 1,800 feet long. Two 15-foot stoplog sluices are provided between piers about 11 feet in height. The deck, which is 15 feet wide, is of reinforced concrete slab construction. Two small winches operate the stoplogs.

The construction has been authorized of a small concrete dam at Percy lake, one of the reservoir system, where the old timber dam has become greatly dilapidated. The delivery of building materials was effected during the past winter.

Electric lighting has now been provided for lock 3 at Young's Point, the Burleigh Falls locks and highway bridge, the Buckhorn lock and highway bridge and the Port Severn lock and bridge.

The timber landing wharves at Juniper island and at Mount Julian in Stoney lake which were in bad repair were renewed by the construction of an enclosing concrete wall from water level up and a slab flooring of concrete. The Mount Julian wharf was completed last November; that at Juniper island will be finished early in the summer of 1933. Similar improvements have been authorized for the wharf at Pleasant Point in Sturgeon lake, but thus far preliminary work only has been carried out.

Drilling, blasting and dredging work was carried on at various points during the 1932 season. Drilling and blasting in the channel between Bobcaygeon and deep water in Sturgeon lake, begun in 1930, was continued and up to the present an area of about 75,000 square feet has been completed, or about 30 per cent of the total area contemplated. The dredge *Fenelon* commenced work above the upper entrance to Bobcaygeon lock at the end of May, working continuously until October. About 8,330 cubic yards of material was removed. During October and part of November similar operations were carried on in the removal of a shoal to straighten and widen the approach to the lower entrance of Buckhorn lake. In the prism below lock 41, just east of the entrance to lake Simcoe, the dredge *Auburn* was engaged between June and November in the removal of

a high area about 3,000 feet in length. The quantity dredged amounted to about 16,680 cubic yards, the undertaking being satisfactorily completed. The same dredge was employed during the remainder of the season in similar but less extensive operations as far west as the mouth of the Talbot river.

Lockmasters' houses, equipped with hot air furnaces, were erected at Burleigh Falls and at Port Severn. The old cottages, which formerly provided very inadequate accommodation for the lockmasters, are to be sold.

Of minor repairs and improvements the following may be noted: Occulting gas range lights were installed to mark the channel through the rock cut approaching Washago and a mast carrying an occulting gas light was erected on Strawberry island, lake Simcoe.

Storehouses at Peterborough and Lakefield were re-roofed, the former with galvanized iron, the latter with shingles. The roofing was also renewed on the lockman's house at Couchiching, on the kitchen at Lakefield and the cabin at lock 5. Nine canal buildings were painted. The open pavilion on the Lakefield wharf, which was no longer required, was converted into a storehouse to replace the dilapidated small building formerly used.

General repairs were also made to lock walls and gates and lock machinery, floors, guard rails and mechanical and electrical machinery of bridges, guard gates, riprap walls, wharves, ditches, roads, fencing, etc.

The floating plant of the canal, now consists of the following principal units: Dredges *Fenelon* and *Auburn*, C.G.S. *Bessie Butler*, tugs *Harwood*, *J. B. McColl* and *Katchiwano*, a gate lifter, a drill boat, three derrick scows, three gas-line launches, cook boats, flat scows, etc. Extensive repairs were made to the dredge *Fenelon*. Repairs to dredge *Auburn*, commenced last year, were completed. The old tug *J. B. McColl* went out of commission at the end of the last September. The movable parts have been taken off and the hull sunk. This tug is now replaced by the *Katchiwano*, purchased last year. Small repairs were also made to various other units of the floating plant. The season's dredging operations have been described in a previous paragraph.

## 5. ST. PETERS CANAL

The St. Peters canal, which was reconstructed 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, Nova Scotia. It consists of a tidal lock 300 feet in length and 48 feet in width with approaches, totalling in all one-half mile. The minimum depth on lock sills is 18 feet and depth of approach channels 17 feet. A steel highway bridge spans the canal near the lake entrance forming part of the main highway between Sidney and Point Tupper.

The canal was opened to traffic April 18, 1932, and closed January 14, 1933. There were no serious delays to navigation.

A total of 1,934 registered and unregistered vessels passed through the canal during the past season, an increase of 20 per cent over the season of 1931-32. The increase in freight carried amounted to about 34 per cent.

The usual cleaning of the gates below water level and the painting of the portions above water was attended to. The lock floor also was cleaned. Gate operating machinery and cast iron mooring posts were painted.

The repair scow, fabricated at the Cornwall shops during the previous winter, was shipped to St. Peters in sections in May, 1932, and assembled, completed and equipped with a derrick. It was launched early in July.

On the west side of the canal a section of timber cribwork spanning a fault in the rock cut north of the lock, being badly decayed, was removed to water level and rebuilt.

For the removal of the floating plant to a point above low water mark when not in use, a set of timber launchways was installed in the cove on the east side of the Atlantic entrance.

Minor repairs and improvements included repairs to foot bridges over lock gates, to lock fenders, cribwork, etc., the replacing of backfilling behind the entrance cribs and the maintenance of canal grounds and buildings.

## 6. MISCELLANEOUS WORKS

### (a) WELLAND CANAL

The works now classified as "Welland Canal" include the maintenance of the east and west piers at Port Dalhousie, of lock 1, which will continue to provide access to the mouth of Twelve Mile creek, now known as the "Henley Regatta Course," of the unwatered canal prism and of its crossings from lock 2 to the ship canal, the maintenance, for power purposes, of the "old" or original canal, and of the "feeder" canal with its crossings, etc., between Welland and Dunnville with the branch to Port Maitland.

The first Welland canal, known generally as the "old canal," was completed in 1829. It extended to Port Robinson and thence *via* the Welland river to an outlet into the Niagara river above the falls at Chippawa. This original canal was enlarged during subsequent years and extended from Port Robinson across the peninsula to Port Colborne. It was completed in 1850 and is now known as the "second canal." Twenty-five years later, further improvements were commenced and in 1887 the "third canal," on a new alignment and with 14-foot draught throughout, was opened to traffic. This last or "third canal" continued in operation till the close of the 1929 season when it was finally superseded by the present Welland Ship canal.

Traffic through lock 1 last season amounted to 81 upbound and 77 down-bound vessels, the first lockage being on May 5 and the last on December 14.

The following repairs were found necessary: The easterly valve in the second bay of the regulating weir of lock 1 was renewed.

The office building at lock 1, formerly occupied by statistical and canal revenue officers, was renovated and remodelled to serve as a residence for the lockmaster.

The former wooden span of the Geneva street bridge over the unwatered canal being in a bad state of repair, was replaced by a reinforced concrete slab. The superstructure of Lake street bridge was removed, the crossing being now effected by a fill across the abandoned canal prism. The plank deck of the swing bridge at Marlatt's road near Thorold was removed and salvaged, this bridge being no longer required.

The work of resurfacing in concrete about 600 feet of the east pier in continuation of the work done in the previous year was completed.

*Old Canal.*—Repairs and improvements effected during the year were of a minor nature only, they included the grading of the earth fills at locks 9 and 15 in the town of Merritton, the installation of a new boom between the regulating weirs above lock 2 and the removal of some of the gate bars at a number of locks, diverting a portion of the flow through the lock chambers.

*Canal Feeder.*—The wooden highway swing bridge at Bird road in Moulton township was removed and replaced by an earth fill, through drainage being provided by a 48-inch galvanized corrugated pipe under the centre of the fill. The earth fill crossing, made last year at Canal street west, Dunnville, was

surfaced and trimmed and concrete sidewalks and pavement laid. The fill installed at Byng in 1930 received similar attention. At the Long bridge over the Grand river dam at Dunnville the wooden superstructure was renewed in timber, the width of the bridge being left at 16 feet as before but with the sidewalk on the westerly side eliminated.

The ferry scow was operated as usual at Port Maitland.

#### (b) PORT COLBORNE ELEVATOR

This elevator was constructed between the years 1906 and 1908 and subsequently enlarged. Its capacity is 3,000,000 bushels.

During the past fiscal year the elevator received 21,815,759 bushels of grain, a decrease of about 32 per cent from the receipts of the year previous. This falling off amounted to 7,083,148 bushels in the case of Canadian grain and 3,275,210 bushels in United States grain. It may be accounted for as a result of the opening of the Welland Ship canal which, with its capacity for the largest upper lake boats, removed the former necessity for such boats unloading at Port Colborne as well as to unusual participation of smaller boats in the upper lakes trade, such boats making the entire trip between Port Arthur and Montreal. In this connection it is interesting to note that during the 1932 season an increase of about 26 per cent over the year before is recorded for grain shipments through the St. Lawrence canals.

Deliveries of grain for the year amounted to 22,391,847 bushels of which 98 per cent was taken by ships and the remainder by rail or truck.

The record of out-turn for the year, or the amount of grain leaving the elevator compared with that taken in, showed an average loss of 0.526 bushels per thousand.

No delays in operation due to breakdown, power interruption or labour troubles occurred during the year.

Vessels unloaded and lightered numbered 123 as compared with 176 in the previous year. Delays to these vessels in excess of 24 hours amounted to an average of only 0.9 hour, the lowest on record since 1921.

No congestion due to lack of storage space occurred during the year. The period of greatest activity was experienced during six days in September when the elevator was filled to capacity.

Conditions in regard to winter storage of grain for 1932-33 have been unsatisfactory, the elevator having housed not more than 527,000 bushels, while during the previous winter it was filled to capacity. This condition may be chiefly ascribed to lack of pressure on western and upper lakes elevators due to the reluctance of farmers to make deliveries at the low prices which have prevailed.

No new construction work was undertaken during the year and the only unusual repair work carried out consisted in the resetting of the concrete slabs on the south outside walls of the old portion of the elevator over an area of about 4,500 square feet.

#### (c) PRESCOTT ELEVATOR

This elevator, the construction of which was carried out under the supervision of the Department of Public Works during the years 1929 and 1930, was taken over by this department for operation on October 1, 1930. The first shipload of grain was received on October 13, 1930, from the ss. *Sarniadoc*.

The elevator, which is approximately 70 feet wide by 1,360 feet long, has a capacity of about 5,500,000 bushels. Docking facilities are provided for vessels drawing up to 24 feet.

Grain received during the year amounted to 3,061,153 bushels or slightly more than three times the quantity received in the season of 1931. About 84 per cent of this grain came from Canadian ports. No lake-size vessels delivered cargoes at this elevator in 1932, the river channel below Kingston being still uncompleted.

The operation of the elevator was satisfactory, no serious delays occurring during the season.

At the close of navigation 107,637 bushels were in storage. Eighty-seven per cent of this amount was disposed of during the winter in local sales.

The compressed air plant and shovel drum controls were completed during the year.

#### (d) CHURCHILL ELEVATOR

All work under contract with the Carter-Halls Aldinger Company for the construction of this elevator was concluded with the completion of the shipping gallery along the dock July 31, 1932.

This elevator has a total capacity of 2,500,000 bushels, the storage building accommodating 2,000,000 bushels and the workhouse 500,000 bushels. The shipping galleries carry four conveyor belts feeding twenty-three loading spouts. Each belt has a capacity of 15,000 bushels an hour and all four may be operated together.

The total receipts of grain for the year were 5,166,965 bushels, the total outgo from the elevator amounted to 2,736,682 bushels leaving for winter storage 2,430,283 bushels. Ten vessels made the port during the shipping season, the first to arrive being the French ss. *Sierentz* from Oran, Algeria, on August 15 and the last to clear the British ss. *Pensilva* on October 10.

Certain minor improvements made to the equipment of the elevator in 1932 may be noted. Trouble having been experienced in the clogging of the fixed screen in the pump well, a "Rex" travelling screen was installed in its place insuring satisfactory working. The steam turbines installed by C. A. Parsons & Company were gone over again by the contractors and have since given complete satisfaction. Similar work was done on the boilers by the Babcock Wilcox and Goldie McCulloch Company.

During the winter months the power house was kept warm by two furnaces. Steam supplied to the pump-house well prevented any trouble from ice. On February 10, 1933, a test operation of the elevator and conveyors was made and all machinery was found to function satisfactorily. Temperature tests of the grain in storage revealed no signs of overheating.

#### (e) HUDSON BAY TERMINALS

At the beginning of the fiscal year 1932-33 the departmental force at Churchill numbered thirty men, three of whom were employed at the grain elevator. This force was gradually augmented and by the middle of August had reached a maximum of three hundred and ninety-five, of whom two hundred and seventy-three were land forces, seventy-eight marine forces and forty-four elevator men.

For the first time, and due probably to the diversion of the current of the Churchill river to the new dredged channel and to the length of smooth dock face which afforded little anchorage, the break-up of the ice began on the east side of the harbour. By the end of May ice had moved beyond the harbour entrance into the bay and by June 7 all the harbour ice was in motion. Ice from the bay, however, continued to move in and out of the harbour with the ebb and flow of the tide until the first week in July.

The *Ocean Eagle* left Churchill on June 21 and again on June 24 to investigate ice conditions in the bay. Two other vessels made successful trips leaving

in the same week. The first freighter to dock at Churchill in 1932 arrived August 14, the last vessel of the season cleared the port October 10.

From October 14 the harbour was running full of ice and by November 4 the bay was covered with drift ice as far as could be seen. By November 14 the harbour was frozen solid and no open water was visible in the bay.

The dredging work of 1932 was performed by one 8-cubic yard dipper dredge with two tugs, two dump scows and one flat scow. Operations were commenced June 21 and continued until October 12 and covered the removal of 242,300 cubic yards of material, most of which was dumped into Hudson bay. This material was excavated at the site of the slipway, the construction of which will be described later, at the front of the dock, along the entrance channel and at Merry Rock just off the east point at the harbour entrance. There is now a safe channel with a depth of 30 feet at low tide from the harbour entrance to the deepwater dock. Further dredging of the channel over a width of 175 feet will still have to be done to bring it to its final width of 400 feet.

The construction of a marine slipway, for the hauling up of various units of the dredging fleet for purposes of repairs, was carried out last season. The requisite material, supplied by the Morton Engineering and Dry Dock Company of Quebec, had been shipped to Churchill in 1930. This slipway is of the three-track type and has a total length of 540 feet. Flat bottomed vessels can be handled up to 1,200 tons displacement, and keel vessels up to 800 tons. Dredging for the submarine portion of the slipway began June 21. The entire structure was completed by the end of October.

Comparatively little work remained to be done to the dock in 1932. Eleven additional mooring posts, making nineteen in all, were set along the dock face and eight posts previously set were moved farther back. Two more dock fenders were built.

In preparation for the construction of the intake chamber, the reservoir at Grassy Slough was unwatered at the end of September, 1932, and the driving of foundation piles commenced. Progress, however, was halted early in October by the arrival of freezing weather.

The pipe line from the temporary source of water supply at Rosabelle lake, the construction of which has been described in previous reports, was covered with muskeg during the 1932 season for a further length of 11,927 feet.

Under contract with the Carter-Halls Aldinger Company a freight-shed was erected on the deep water dock during the open season of last year. This building is 303 feet long by 173 feet wide. The foundations are of concrete, the frame structural steel and the walls of corrugated iron. It is of one story with plank floor resting on creosoted timber sills and has a plank roof covered with tar and gravel. A depressed standard gauge track runs the full length on the inside of the shed and another track in front of it along the dock face. Excavation work and the laying of the floor was performed by department forces. The building was completed by August 15.

Among various miscellaneous items of work carried out last year the following may be noted: A tower for the wind gauge was constructed at the wireless station, a beacon light was installed at Hubbard point, a small building was got ready for the Customs officer and a shipping office at the elevator, a building was erected for the accommodation of two gas engines and a movable coal hopper installed at the dock for the coaling of tugs.

Of the ten vessels which arrived at the port during the 1932 season of navigation, one carried a cargo of 374 tons; the remaining vessels were in ballast. All these vessels took return cargoes of grain. One vessel only, the *Bright Fan*, suffered mishap. Sailing from Churchill September 25, she collided with an iceberg in Hudson strait and was sunk. No lives, however, were lost. Details as to quantities of grain receipts and shipments will be found under "Churchill Elevator."

## (f) ST. LAWRENCE SHIP CANAL

Field work was continued throughout the past year. The staff at Cornwall consisted of one junior engineer, two drill runners, one engineer's helper and three labourers augmented from time to time as necessity demanded. Forty-one borings were put down in the Lachine section, four on the north shore, five on Nun's island and thirty-two along the Laprairie basin. Twenty-one borings were made in the International section, eight on the Canadian shore, six on the United States shore, three on Barnhart island and four in the river. Seven wash borings were made at Hungry bay on lake St. Francis.

Water temperatures were recorded throughout the year at Kingston and at Brockville in the month of April. Records also were kept of the formation and movement of ice.

Small surveys made during the year included a traverse of the north shore of Laprairie basin and soundings at Hungry bay.

The Ottawa staff consisted of the engineer in charge, a senior office engineer, an office engineer and a stenographer. The work of this staff has included the making of investigations for the information of the Joint Board, the supplying of information to the Department of External Affairs connected with the Canada-Ontario St. Lawrence Agreement and the St. Lawrence Deep Waterway Treaty, investigations preparatory to the approval of the plans of the Beauharnois Power Corporation, the preparation of data connected with the lawsuit—The King vs. Southern Canada Power Company—and the assembling of data supplied by field parties.

## (g) HUNGRY BAY AND STE. BARBE DIKES

These dikes extend westerly 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 dike has been in existence since 1856. The top of this dike is maintained as a road. The Ste. Barbe dike was constructed in 1889. At various places along the lake shore, protection walls have been built outside the dikes.

The road along the Hungry bay dike was repaired at various points with cold patch asphalt. The dike was opened on September 12 last on a length of 100 feet by the Beauharnois Light, Heat and Power Company to admit the waters of lake St. Francis into the new power canal, closing the road between Pointe-du-Milieu and Knight's point.

The stone protection walls along the lake shore in the parish of St. Stanislas were repaired over a total length of 7,300 feet. In the parishes of St. Stanislas and St. Anicet new protection walls of an aggregate length of 3,166 feet were constructed.

I have the honour to be, sir,

Your obedient servant,

A. E. DUBUC,  
*Chief Engineer.*

V. I. SMART, ESQ.,  
Deputy Minister, Department of Railways and Canals,  
Ottawa, Canada.

OTTAWA, June 23, 1933.

CANALS OF CANADA

Name	Location	Length in Miles	Number of Locks	Locks		
				Minimum dimensions		
				Length between hollow quoins	Minimum Width	Normal depth over sills
				Feet	Feet	Feet
<i>St. Lawrence and Great Lakes</i>						
Lachine.....	Montreal to Lachine.....	8.74	5	270	45	14
Soulages.....	Cascades Point to Coteau Landing	14.67	5	280	46	15
Cornwall.....	Cornwall to Dickinson's Landing..	11.00	6	270	43-67	14
Farran's Point.....	Farran's Point Rapids.....	1.28	1	800	50	16
Rapide Plat.....	Rapide Plat, Morrisburg.....	3.89	2	270	45	14
Galops.....	Iroquois to Cardinal.....	7.36	3	270	45	14
Welland Ship.....	Port Weller, Lake Ontario, to Port Colborne, Lake Erie.....	27.60	8	859	80	30*
Sault Ste. Marie.....	St. Mary's Rapids, Sault Ste. Marie.....	1.38	1	900	60	18.25
<i>Ottawa and Rideau Rivers</i>						
St. Anne's Lock.....	Junction of St. Lawrence and Ottawa rivers.....	0.12	1	200	45	9
Carillon.....	Carillon rapids, Ottawa river.....	0.94	2	200	45	9
Grenville.....	Long Sault rapids, Ottawa river...	5.94	5	200	45	9.5
Rideau.....	Ottawa to Kingston	126.25	47	134	33	5
	Rideau Lake to Perth (Tay Branch).....	7.25	2	134	33	5
<i>Richelieu River</i>						
St. Ours Lock.....	St. Ours, Que.....	0.12	1	339	45	12
Chambly.....	Chambly to St. Johns, Que.....	11.76	9	120.5	23.25	6.5
<i>Lake Ontario to Georgian Bay</i>						
Murray.....	Isthmus to Murray, Bay of Quinte.	5.15	None			(11)†
Trent.....	Trenton to Peterborough lock, Peterborough.....	88.74	18	175	33	8.33
	Peterborough lock to Swift Rapids	135.71	24	134	33	6
	Swift Rapids to Port Severn.....	16.0		Marine Railways		(4)
	Port Severn lock.....		1	100	25	6
	Sturgeon lake to Lindsay (Scugog Branch).....	8.35	1	142	33	6
	Lindsay to Port Perry (Scugog Branch).....	26.65	None			(4.5)
<i>Miscellaneous</i>						
St. Peters.....	St. Peter Bay to Bras d'Or Lakes, Cape Breton, N.S.....	0.50	1	300	48	18‡

\*The minimum depth of canal prism between locks at the close of the 1931 season was 18 feet. Further deepening, to 25 feet, will be continued in the 1933 season.  
 †With lake Ontario at Elev. 244.  
 ‡The depth of canal prism is 22 feet.

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Table Showing the Dates of the Opening and Closing of the Canals

For the Seasons of 1929, 1930, 1931 and 1932

Canals	1929		1930		1931		1932	
	Opened	Closed	Opened	Closed	Opened	Closed	Opened	Closed
Lachine.....	April 25	Dec. 11	April 23	Dec. 12	April 23	Dec. 12	April 27	Dec. 10
Soulanges.....	" 25	" 11	" 22	" 11	" 23	" 12	" 25	" 10
Cornwall.....	" 23	" 12	" 23	" 11	" 21	" 12	" 23	" 12
Williamsburg—								
Farran Point.....	" 23	" 12	" 23	" 11	" 21	" 12	" 23	" 12
Rapide Plat.....	" 23	" 12	" 23	" 11	" 21	" 13	" 23	" 12
Galops.....	" 23	" 12	" 23	" 11	" 21	" 14	" 23	" 12
Welland Ship.....	" 18	" 11	" 21	" 15	" 20	" 17	" 27	" 15
Sault Ste Marie.....	" 14	" 14	" 23	" 12	" 13	" 15	" 17	" 15
Ste. Anne.....	" 25	Nov. 30	" 25	Nov. 30	" 23	Nov. 30	" 27	Nov. 30
Carillon and Grenville.....	May 1	" 30	May 1	" 30	" 27	" 30	" 27	" 30
Rideau—								
At Ottawa.....	" 1	" 30	" 1	Dec. 1	" 27	" 30	" 28	" 30
At Kingston Mills.....	" 1	" 22	" 1	" 1	May 1	" 25	May 1	" 26
Trent—								
Ontario-Rice Lake Division,								
Lower Section.....	" 1	" 15	" 13	Nov. 15	" 15	Oct. 24	" 13	Oct. 27
Trenton Bridge.....					June 23	Nov. 10	June 4	Nov. 1
Upper Section.....	" 6	" 19	" 12	" 15	May 8	" 11	May 12	" 9
Hastings to Rice Lake.....	" 1	" 22	" 14	" 15	" 7	" 14	" 11	" 1
Hastings to Peterborough.....	" 1	" 22	" 14	" 15	April 3	" 19	" 27	" 5
Rice Lake to Peterborough.....	" 13	" 8	April 26	" 22	" 3	" 19	" 27	" 5
Peterborough to Lakefield.....	" 13	" 8	May 5	" 6	May 12	" 7	" 3	" 8
Peterborough Lift Lock.....	" 13	" 8	" 8	" 6	" 12	" 7	" 6	" 8
Lakefield to Bobcaygeon.....	April 24	" 18	" 12	" 15	" 1	" 6	" 2	" 10
Bobcaygeon to Balsam Lake.....	" 26	" 15	" 15	" 15	April 21	" 6	" 11	" 1
Kirkfield Lift Lock.....	May 10	Oct. 25	" 13	Oct. 25	May 9	Oct. 24	" 11	Oct. 25
Kirkfield to Lake Simcoe.....	" 15	" 25	" 8	" 25	" 9	Nov. 7	" 11	Nov. 18
Scugog River to Lindsay Lock.....	April 3	Nov. 13	" 14	Nov. 14	" 22	Dec. 5	" 4	" 12
Lake Simcoe to Georgian Bay.....					" 12	" 5	April 30	" 29
Murray.....	" 20	" 29	April 21	Dec. 4	April 27	" 19	" 13	Dec. 10
St. Ours.....	May 1	" 30	May 1	Nov. 30	" 23	" 1	May 1	Nov. 30
Chambly.....	" 1	" 30	" 1	" 30	" 23	" 1	" 2	" 30
St. Peters.....	April 22	Jan. 11	April 14	Jan. 10	" 8	Jan. 11	April 18	Jan. 14
	1929	1930	1930	1931	1931	1932	1932	1933