

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS
AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1933,
TO MARCH 31, 1934.

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
1934

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, 1934.

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, 1934

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

SIR,—I have the honour to submit herewith the 55th Annual Report of the Department of Railways and Canals which covers the fiscal year ended March 31, 1934.

CASH ASSISTANCE, CANADIAN NATIONAL RAILWAYS

Of the amount of \$59,418,818.72 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, \$52,263,819.05 represents the cash deficit of the Canadian National Railways, exclusive of Eastern Lines. The assumption by the Dominion of the Canadian National Railway deficits since 1931 has disturbed the continuity of record in Public Accounts and in the annual report of the Canadian National Railways relative to advances formerly treated as loans and on which interest was accrued in the accounts of the railway. Interest on loans to Canadian National Railways has never been taken into departmental accounts. This is in accord with the treatment of this item in Public Accounts.

Up to and including 1931 cash advances by the Dominion on account of the annual budgets of Canadian National Railways had been charged against the company as interest bearing loans, whether used for deficits or for other purposes. Subsequent to 1931, the deficits of this system have been treated as a direct charge upon Consolidated Revenue Fund. This means that, during 1932 and 1933, the Dominion has provided \$105,700,000 on deficit account, which sum does not appear on the books of the railway as an interest bearing loan, as was formerly the case.

In order that continuity may be preserved the following statement is included in the present report so as to show clearly the amounts held in the books of the Dominion as a charge against the Canadian National Railways, and the amounts not so charged:—

<i>1. Amounts charged against Canadian National Railways—</i>	Millions of \$
All Loans to March 31, 1932.....	645.5
Capital and Refunding Loans 1932 and 1933.....	17.3
Capital Cost of Canadian Government Railways.....	406.6
	1,069.4
<i>2. Amounts not charged against Canadian National Railways—</i>	
Canadian National Railways Deficits 1932 and 1933.....	105.7
Eastern Lines Deficits 1927-1933.....	39.6
Total Canadian Government Railways Deficits to March 31, 1923.....	50.3
Canadian Northern Stock purchased.....	10.0
Cash Subsidies to companies now within Canadian National Railways....	44.0
Old Grand Trunk Railway Debenture Account.....	15.3
Other miscellaneous payments.....	14.2
	279.1
Total.....	1,348.5

With the exception of about 33 millions of this amount this assistance to railways is included in the net debt of the Dominion in the Public Accounts balance sheet, as follows:—

	Millions of \$
Public Works: Canadian Government Railways.....	390.0
Loans: Non-Active, Canadian National Railways.....	655.5
Consolidated Fund balance.....	268.9
	1,314.4
	1,314.4

The exceptions consist of capital and refunding loans to Canadian National Railways amounting to \$17,305,439, and working capital, Canadian Government Railways, amounting to \$15,748,921, which are carried in current assets under Schedule "E" of Public Accounts.

The foregoing statements of Dominion expenditures have to do only with railways now forming part of the Canadian National system. There have been, as well, considerable expenditures by the Government on the Hudson Bay Railway and port, and by way of payments to privately-owned lines under the Maritime Freight Rates Act, on Railway Grade Crossing Fund, and on subsidy account. Reference to these various items appears elsewhere in this report.

CANADIAN NATIONAL BUDGET REQUIREMENTS

The Canadian National requirements for the calendar year 1933 amounted to \$68,561,489.51. Of this amount \$52,263,819.05 was for deficit account and \$8,228,101.10 for maturing obligations. In addition, there was provided on Maritime Freight Rates Act account \$8,069,569.36, of which amount \$1,378,000 represented reimbursement of the railway for the twenty per cent reduction from normal rates enjoyed by shippers in eastern territory, and \$6,691,569.36 represented the balance of deficit of Canadian National Railways operated in the same area. Total payment to all railways on rate reduction account since the Maritime Freight Rates Act became law, July 1, 1927, have amounted to \$17,286,129.29. Of this sum \$12,574,200.73 is applicable to Canadian National Railways and \$4,711,928.56 to privately owned railways in the Maritime area. During the same period, Canadian National Eastern Lines deficits, other than those occurring from reduction in tolls, amounted to \$39,597,353.14, a total on Maritime Freight Rates Act account of \$56,883,482.43 since the inception of the arrangement six and one-half years ago.

The payment on rate reduction account, as well as the deficits of the Canadian National System as a whole, are assumed by the Government as direct liabilities. The total amount so assumed during 1933 was \$60,333,388.41, while the amount assumed by the Government, but charged against the Canadian National Railway Company as interest bearing loans during the year was the \$8,228,101.10 which was required to meet maturing obligations. As indicating the closeness with which the Canadian National Railways is now able to estimate its requirements it is of interest to note that the actual expenditure under the 1933 budget amounted to \$60,491,920.15 compared with the estimate of \$61,000,000 voted by Parliament to meet the year's requirements.

CAPITAL EXPENDITURES—RAILWAYS

General additions and betterments during 1933 amounted to \$3,637,970.36, or about half of the sum expended in 1932. As in the previous year also, retirements on capital account exceeded expenditures, leaving a credit balance of \$1,050,867.32. Offsetting this were expenditures on branch line construction,

\$96,194.50, Toronto Viaduct, \$68,124.26, and Montreal Terminals, \$244,664.39, a total of \$408,983.15, leaving a net credit balance of \$641,884.17 on capital account for the year under review. On the 1929 branch line program \$19,195,233.96 has now been spent of a total authorization of \$29,584,517, and on the Montreal Terminals \$16,381,057.40 out of \$50,000,000. Since 1931 only necessary and unavoidable expenditures have been made on either account. During 1933 another payment of \$2,500,000 was made on purchase account of the Northern Alberta Railway, jointly acquired in 1929 by the Canadian National and Canadian Pacific railways.

CANADIAN GOVERNMENT MERCHANT MARINE

In addition to the aid given the Canadian National Railways the government advanced \$17,938.53 to cover operating deficits on Canadian Government Merchant Marine account and \$967,997.30 on account of Canadian National West Indies Steamships, a total of \$985,935.83. This does not take into consideration either interest on government notes and advances or depreciation. During the year in question the Canadian Government Merchant Marine refunded to the government the sum of one million dollars. This was rendered possible through curtailment of the fleet by sale of vessels and reduction of services, thus permitting a reduction in insurance reserve fund.

The original investment in the Canadian Government Merchant Marine fleet of 66 vessels was \$79,661,921.78. Recoveries through sales and insurance reduced this capital figure to \$75,665,510.18, while loans from the Government during operation, amounting to \$10,402,910.05, have brought the net cost as of March 31, 1934, to \$86,068,420.23. The total liability as disclosed in the Canadian Government Merchant Marine balance sheet is \$50,980,772.66, including working capital and deficits, \$11,529,112.07, and interest accrued and unpaid, \$19,799,187.17. Interest is not accrued in Dominion public accounts, and the total difference between Public accounts and Canadian Government Merchant Marine accounts amounts to \$35,087,647.57. The fleet, at December 31, 1933, consisted of 11 vessels, as per details in Appendix No. 2.

CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS

The operating deficit on the Canadian National (West Indies) service for the year was \$497,997.30. Interest on bonds held by the public, \$470,000, brought the total cash deficit to \$967,997.30 compared with \$753,715.97 for 1932. Including interest and depreciation, the total net income deficit was \$1,544,073.11. Eleven vessels were operated, including the five "Lady" boats. The total loss since the institution of this service in 1929 has amounted to \$6,591,168.95, including a cash deficit of \$4,493,282.33, half of which represents interest due the public, \$654,786.90 represents interest due the Government and unpaid, and \$1,431,237.67 is a book-keeping entry for depreciation unprovided.

GOVERNMENT EMPLOYEES' COMPENSATION ACT

In the interests of economy this Act, which embraces all departments of federal Government service, is administered by the Department of Railways and Canals. Since this work was undertaken in 1918-19, \$3,860,727.96 has been expended in compensation, medical aid and pensions, and \$297,259.40 on administration. Claims on which payments were made in 1933-34 numbered 1,539, of which 487 were for compensation and medical aid, 809 for medical aid only,

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and 243 for pensions. The total expenditure for the year was \$172,874.73. These figures constitute a considerable reduction in the number of claims and in the amount of compensation compared with records of previous years, and is apparently due to decreases in departmental staffs. A tendency to present questionable claims is still in evidence, aggravated no doubt by shortage of employment. Those administering the Act suggest the advisability of competent medical inspection prior to engagement of all government employees, more especially those engaged under emergency relief and associated programs of work.

EXPENDITURES ON CANALS

The Dominion's investment in canals increased by \$1,975,072.68 during the year and now stands at \$249,932,925.98. Capital expenditures during 1933-34 related almost entirely to the Welland Ship Canal, on which \$131,065,439.80 has now been expended. The investment figure, all canals, as revealed by the books of the department, is not a true figure as to present investment as it includes the cost of several canals now replaced in whole or in part by other canal projects. In such cases there is no provision for the writing out of the public records of past expenditures. The investment figure of 249 millions is incomplete also as a record of total canal expenditure, \$17,738,192.34 having been spent on income (heavy repairs), \$38,607,805.01 on staff (operation), and \$30,285,695.20 on ordinary repairs. The cost of operation for the year 1933-34 was \$1,397,976.68, and of ordinary repairs \$903,022.20.

Canal revenues received during the year amounted to \$877,629.65. No tolls are charged for the use of the canals, and the revenue referred to has to do largely with rentals and elevator fees.

HUDSON BAY RAILWAY

On rehabilitation, and construction and operation of the Hudson Bay Railway \$390,386.60 was expended during the year. The work undertaken largely consisted of maintaining the roadway, track and structures in safe and serviceable condition for the efficient handling of traffic, and improving the standard of the railway by the raising to grade of a number of sags in order to increase appreciably the tonnage capacity of trains over the different divisions. New construction during the year was limited to the lengthening of a number of passing tracks and the laying of some additional trackage at terminals to facilitate the movement of grain trains. A new wye was also constructed at Churchill, which was made necessary on account of snow difficulties during the winter months.

The cost of the Hudson Bay railway and terminals at March 31, 1934, was:—

Hudson Bay Railway	\$32,090,576 61
Port Nelson Terminals Project	6,274,217 88
Churchill Terminals	13,072,355 09
	<hr/>
	\$51,437,149 58

An extensive program of roadbed drainage was carried on during the summer season with good results. Certain wet portions of the lines were completely drained by the excavation by dragline of many large trunk ditches. This drainage is expected to eliminate the subsidence of roadbed which has been experienced in the past.

The railway is being operated for the department by the Canadian National Railway Company as agents. The operating revenues for the fiscal year 1933-34

were \$354,538.99 and the operating expenses, \$504,849.22; operating deficit, \$150,310.23. Ten cargoes of wheat went out by way of Churchill during the 1933 season. This was delivered to the elevator by 1,906 cars, and the gross revenue on the movement of 2,842,738 bushels of wheat and other grain which accrued to the railways was \$209,528.70.

CANAL TRAFFIC

At the Sault Ste. Marie canal, the quantity of freight which passed through the Canadian lock in 1933 amounted to 2,269,957 tons, a slight decline only from the unusually high record of the year before.

Traffic returns for both the Welland Ship and St. Lawrence canals, as shown by merchandise tonnage, revealed a continued maintenance of the steadily increasing volume of shipments by these water routes which has been in evidence since 1930. For the Welland Ship and St. Lawrence river canals combined, the total tonnage in 1933 amounted to 16,145,194, an increase of 6 per cent over the previous year's record. Increases are noted particularly in such commodities as bituminous coal, iron ore, pulpwood and general merchandise.

ELEVATORS

The continued decrease in receipts at the government elevator at Port Colborne, which has been observed since the opening of the new canal, was again in evidence last season. The total grain received amounted to 14,434,691 bushels, a falling off of 34 per cent from the receipts of the year before. This decrease may, as before, be largely accounted for by the increasing number of lake-size grain vessels which now make through passage from upper lake ports to lake Ontario and as far east as Prescott. At the new Prescott elevator, a substantial improvement on previous years was shown. The total receipts for 1933 were 7,358,897 bushels, an increase of 140 per cent over the operations of the year before. Recent improvements in the river channel west of Prescott have encouraged lake-size vessels to make deliveries at this elevator. The new Hudson Bay terminal elevator at Churchill received, during 1933, 2,753,372 bushels of wheat. Cargoes were shipped out in ten vessels and amounted in all to 2,707,891 bushels, an amount slightly less than the shipments of the previous year. It is worth noting that one inward cargo of mixed merchandise, amounting to about 2,600 tons, was received during the season and that two outward cargoes, besides grain, included both cattle and lumber. The first ship to arrive was the *Pennyworth*, on August 13; the last to leave, the *Brandon*, on October 2.

WELLAND SHIP CANAL

Final operations in the construction of this canal, a work which has been in progress since 1913, were practically completed in 1933. These consisted for the most part in trimming and sodding operations on embankments in the vicinity of the flight locks near Thorold, the widening of the canal prism north of the Michigan Central Railway bridge south of Welland, the completion of the new dock at Welland South, and various small works carried out by the department's forces. Traffic through the canal during 1933 increased by nearly 8 per cent over the volume of the previous year. A total of 5,413 vessels carried cargoes aggregating 9,194,130 tons. The normal time required for a vessel to pass through this canal is 7½ hours, whereas the average time of passage through the old canal was 16 hours.

OTHER CANALS

On other portions of the canal system, the more important works carried out during the year have included the construction of a new concrete dam at lock 22 near Nassau on the Trent canal (this work being now almost completed), extensive repairs at lock 2 on the Lachine canal, and remedial works at the Sault Ste. Marie lock to prevent leakage into the lock chamber.

HUDSON BAY TERMINALS

Further dredging operations carried out last season have improved dockage facilities at the port. The basin in front of the dock has been widened sufficiently to permit of a vessel being turned and further vessel space has been provided beyond the dock. Various works in connection with the water supply of the townsite, including the excavation of a reservoir, the construction of a concrete suction well, the erection of a pump house and two storage tanks and the laying of the necessary pipe lines, are now practically completed. The Churchill river began to clear of ice on June 4, and the harbour ice moved out into the bay about two weeks later. Ice began to form again by the middle of October and navigation was completely closed by October 21.

I have the honour to be, sir,

Your obedient servant,

V. I. SMART,
Deputy Minister of Railways and Canals.

OTTAWA, June 30, 1934.

REPORT OF THE REPRESENTATIVE OF THE TREASURY

SIR,—I have the honour to submit herewith my report on the accounts of the Department of Railways and Canals for the fiscal year ended March 31, 1934.

The following explanation is given by way of a brief review of the matters under accounting attention during the year, in the order of the items appearing on the balance sheet under the heading of 1933-34 transactions.

The increase of \$2,263,847.61 under investment in railways consists of the following net changes in the relative investment accounts:—

Hudson Bay Railway and Terminals—	
Railway Construction.....	\$ 390,386 60
Terminals Construction.....	165,018 47
Canadian Government Railways—	Cr. 901,658 56
(Largely properties transferred to Department of Public Works and Department of Marine).	
Canadian National Railways—Loans.....	2,610,101 10

Supplementary details relative to the Hudson Bay Railway and Churchill Terminals will be found on statements 1 and 1A.

Advances to the Canadian National Railways during fiscal year 1933-34 amounted to \$9,228,101.10, of which \$6,600,000 was transferred during the year to Consolidated Revenue Fund relative to deficits during 1932, and the balance includes an advance of \$1,000,000 made on March 27, 1934, on account of 1934 requirements.

Indicated reduction in Canadian Government Railways investment account was almost entirely due to accounting adjustments during 1933 in respect to wharf and harbour property transfers between the Department of Public Works and the Canadian Government Railways, and other similar properties transferred to the Department of Marine by the Canadian Government Railways.

The contact between the figures shown in the Canadian Government Railways' annual report exhibiting the details of "investments in road and equipment" and the figures shown in the annual report of the Department of Railways and Canals (which agree in total with Public Accounts but are differently classified) will be found in appendix No. 4.

The reduction in investment in Canadian National Steamships is the net of the amounts advanced during the year to cover deficits in operation:—

	\$	cts.	\$	cts.
Canadian Government Merchant Marine, Limited.....	17,938	53		
Canadian National (West Indies) Steamships, Limited....	987,997	30		
			985,935	83
together with cash refunded by Canadian Government Merchant Marine, Limited, to the Dominion.....	Cr.	1,000,000	00	
Net Reduction.....			14,064	17

This refund was made out of the insurance reserve, it having been found practicable to reduce the insurance reserve because of the reduction in the fleet through sale of vessels and the curtailment of operating activities.

Undisclosed in these accounts is an amount of \$457,274.37 representing the value of vessels transferred from the Canadian Government Merchant Marine, Limited, to the Canadian National (West Indies) Steamships, Limited, the credit to the Canadian Government Merchant Marine, Limited, investment being balanced by the debit to the investment in the Canadian National (West Indies) Steamships, Limited.

The reduction of **\$52,820.35** in the investment in Canadian Government Merchant Marine, Limited, represents cash received during the year by way of instalment payments on account of sale of vessels to private concerns.

The increase of **\$1,975,072.68** in the investment in canals is detailed in schedule No. 4, and apart from some minor recoveries affecting the other canals relates entirely to the Welland Ship Canal, which expenditures are detailed in statement No. 2.

The value of supplies and materials on hand as detailed under schedule No. 6 decreased **\$31,791.67** during the year, such decrease being largely attributable to close restriction on replenishment of stores, but also partly due to reduced traffic decreasing the expenses of repairs, and to curtailment of maintenance expenditures.

The reduction of **\$2,760.85** in the advances to Workmen's Compensation Board is due to the decrease in the number of accidents occurring during the year to governmental employees, this decrease being the result of curtailed activities.

Details of the increase in accounts receivable outstanding will be found under schedule No. 8; **\$55,000** of this is attributable to additional sales of Canadian Government Merchant Marine Limited vessels on an instalment basis, and the balance, aside from normal changes in other items, is an increase in the amount of hydraulic rentals in arrears by the Hydro-Electric Power Commission of Ontario and its subsidiaries.

The reduction in the account of contractors' security deposits held by the department is incidental to the completion of contracts relative to the construction of the Welland Ship canal.

The accounts relative to elevator overages and accrued storage unbilled were slightly increased over the previous year. The increase is merely a normal variation in the amount of these accounts.

The statement of the Railway Auditor included elsewhere in the report presents more extended detail of matters under accounting and auditing attention under the administration of the Department of Railways and Canals relative to the Canadian National Railways, Canadian Government Merchant Marine, Limited, Canadian National (West Indies) Steamships, Limited, and the Maritime Freight Rates Act as far as that Act affects the Canadian National Railways. The figures exhibited in this statement are relative to transactions occurring during the calendar year 1933.

Of the amount of **\$59,418,818.72** 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 **\$52,263,819.05** represents the deficits of the Canadian National Railways for the calendar year 1933 and payments out of Consolidated Revenue Fund on account of the Maritime Freight Rates Act appropriations amounting to **\$8,680,699.27**, the balance of the expenditures relative to Consolidated Revenue Fund being as follows:—

Civil Government Salaries and Contingencies Appropriations.....	\$	223,018	08
Income Appropriations—			
Railways.....	\$	284,524	57
Canals.....		272,940	45
Miscellaneous.....		216,611	53
			774,076 55
Collection of Revenue Appropriation—			
Maintenance and Operation of Canals.....		2,300,998	88
St. Lawrence Ship Canal.....		14,594	70
Railway "Grade Crossing Fund".....		310,074	84
: Unemployment Relief.....		14,290	55
Gratuities to dependents of deceased employees.....		2,645	00

The receipts from canal revenue during the year were **\$877,629.65** and from miscellaneous revenue other than from interest on railway subsidies **\$22,858.59**;

this being an increase over 1932-33 of \$46,609.35 and \$10,473.09 respectively. Additional details are shown in the expenditure and revenue account and in statement No. 7.

APPENDICES

The appendices and their arrangement, are listed as follows as a convenient reference:—

1. Reconciliation of Public Accounts with Canadian National Railways Balance Sheet in respect of investment in Canadian Government Railways, etc., as at December 31, 1933.
2. Reconciliation of Public Accounts with Canadian Government Merchant Marine, Limited, Balance Sheet, as at December 31, 1933.
3. Reconciliation of Public Accounts with Canadian National (West Indies) Steamships Limited, Balance Sheet as at December 31, 1933, in respect of assistance from the Dominion.
4. Reconciliation of Railways and Canals Balance Sheet, *re* Canadian Government Railways Investment, with annual report of Canadian Government Railways, as at December 31, 1933.
5. Statement of Operating Results and Profit and Loss Account of Canadian Government Merchant Marine, Limited, as at December 31, 1933.
6. Statement of Operating Results and Profit and Loss Account of Canadian National (West Indies) Steamships, Limited, as at December 31, 1933.
7. Statement of Loans (by years) of 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 Churchill Terminals.
11. Expenditures (by years) on Welland Ship Canal.
12. Expenditures (by years) on Prince Edward Island Car Ferry.
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. (a) Expenditures (by years) under Employees' Compensation Act;
(b) Number of Claims (by years) for Employees' Compensation;
(c) Estimate of Liability of Dominion on Employees' Compensation account.
17. Eastern Lines Income and Profit and Loss.

CANADIAN NATIONAL RAILWAYS

Appendix No. 1 exhibits the contact between the figures shown in the annual report of the Canadian National Railways for the year 1933 with the comparative and relative information exhibited in Public Accounts for the fiscal year ended March 31, 1934.

Interest on loans to the Canadian National Railways has not been taken into departmental accounts; this in conformity with the treatment in Public Accounts of this item. The contingent liability in respect of securities of the

Canadian National Railway System that have been guaranteed by the Dominion as detailed in Schedule "B" of Public Accounts has also been omitted. It is considered that the special notation on the balance sheet of the Dominion represents the current status of this item.

The amount of railway securities guaranteed as to interest only or as to principal and interest held by the public at March 31, 1934, 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, 1933, by \$750,000.13, this being the amount of guaranteed securities retired between December 31, 1933, and March 31, 1934, no additional guarantees having been given in the interval.

The assumption by the Dominion of the Canadian National Railway deficits since 1931 has disturbed the continuity of record in Public Accounts and in the Canadian National Railways annual report relative to advances formerly treated as "Loans." Down to and including 1931 cash advances made by the Dominion on account of Canadian National Railways' annual budgets, had been charged against the Company as interest-bearing loans whether used for deficits or for other purposes. Subsequent to the closing of the books of the Canadian National Railways for 1932, the 1932 deficit of the system was provided by the Dominion as a direct charge to Consolidated Revenue Fund, and the 1933 deficit was similarly provided for in 1933. The total cash investment by the Dominion in the Canadian National Railways System including all cash assistance, both before and after acquisition of the constituent properties, has been generally summarized by the Railway Auditor as follows:—

	Millions of \$
1. Amounts charged against Canadian National Railways—	
All Loans to March 31, 1932.....	645.5
Capital and Refunding Loans 1932 and 1933.....	17.3
Capital Cost of Canadian Government Railways.....	406.6
	1,069.4
2. Amounts not charged against Canadian National Railways—	
Canadian National Railways Deficits 1932 and 1933.....	105.7
Eastern Lines Deficits 1927-1933.....	39.6
Total Canadian Government Railways Deficits to March 31, 1923.....	50.3
Canadian Northern Stock purchased.....	10.0
Cash Subsidies to companies now within Canadian National Railways....	44.0
Old Grand Trunk Railway Debenture Account.....	15.3
Other miscellaneous payments.....	14.2
	279.1
Total.....	1,348.5

With the exception of about \$33,000,000, this assistance is included in "Net Debt" in the Public Accounts balance sheet, as follows:—

	Millions of \$
Public Works: Canadian Government Railways.....	390.0
Loans: Non-Active, Canadian National Railways.....	655.5
Consolidated Fund balance.....	268.9
	1,314.4

the exceptions consisting of

Capital and Refunding Loans to the Canadian National Railways during 1932 and 1933 amounting to.....	17.3
Working Capital (residue of Stores and Open Accounts) Canadian Government Railways amounting to.....	15.7
	33.0

and which are carried as Current Assets under Schedule "E" of Public Accounts.

CANADIAN GOVERNMENT RAILWAYS

During the period between January 1, 1923, and December 31, 1931, the net financial requirements of the Canadian Government Railways on all accounts, with the exception of certain direct governmental appropriations and payments under statutory authorizations including Exchequer Court Awards chargeable to Capital, were included in the annual budgets of the Canadian National Railways and provision therefor was made either in the loans to the Canadian National Railway Company or through guarantee of its bonds. The application of the Maritime Freight Rates Act from July 1, 1927, relieved the Company of any deficits accruing in respect of the operation of the Canadian Government Railways line within the Eastern Lines territory. Subsequent to the closing of the books of the Canadian Government Railways as at December 31, 1932, the Dominion Government assumed the cash deficits of the Canadian National Railway system as a direct charge upon the Consolidated Revenue Fund of the Dominion, thereby occasioning:

1. A restatement of the accounting for the 1932 cash surplus of the Canadian Government Railways, and
2. Terminating the necessity for the continuance of accrual of the accounts exhibiting the amount of the cash surplus accruing to the company out of the operation of the Canadian Government Railways.

The cash surplus of the Canadian Government Railways accruing to the Canadian National Railways during the period January 1, 1923, to December 31, 1931, has been reported by the Canadian National Railways as being \$23,731,726.31, against which there has been applied in account by the Canadian National Railway Company the following amounts provided by the company during the period:—

Additions and Betterments, Canadian Government Railways.....	\$23,773,114 51
Additions and Betterments, Hudson Bay Railway.....	457,526 76
Deficits, Hudson Bay Railway.....	202,843 20
	\$24,433,484 47

The difference of \$701,758,16 is held in abeyance as an offset against the loans from the Dominion to the company. As stated in former reports, these applied amounts are carried in the records of this department in Suspense awaiting the provision of adequate authority to permit of the adjustment of Public Accounts accordingly.

The legislation that authorized the entrustment of the Canadian Government Railways to the Canadian National Railway Company, and the subsequent legislation and appropriations enabling the company to improve and alter the properties, did not amend the authorities in existence at the time of entrustment, or the relative authorities subsequently created, so as to permit of the changes that affect the equity of the Crown being adjusted in Public Accounts.

Notwithstanding the fact that a continuous contact is maintained by the Department of Railways and Canals in respect of such changes, the extent of these changes indicates the advisability of amendment of existing authority, or the inception of specific authority, so as to enable the amounts of the accumulated changes, and the annual accumulation thereafter, to be carried into Public Accounts instead of being permitted to remain ineffectively in Suspense as at present.

MARITIME FREIGHT RATES ACT

The Eastern Lines Income and Profit and Loss statement for 1933 is included in this report as appendix No. 17, and a statement of all payments under authority of Maritime Freight Rates Act appropriation since inception is also included, as appendix No. 14.

GOVERNMENT EMPLOYEES' COMPENSATION ACT

A reduction in the number of claims and in the amount of compensation payments as compared with the previous year is apparently the result of decreases in departmental staffs. In last year's report comment was made relative to the tendency towards an increase in the presentation of questionable claims, and it is still evident that this condition was accentuated by the decrease in employment.

The advisability of arranging for competent medical inspection prior to the engagement of all employees, but particularly those engaged under Emergency Relief and associated program of work, is still evident.

Statements Nos. 5 and 5A exhibit details of expenditures during the fiscal year 1933-34.

Appendixes Nos. 16A and 16B exhibit comparative annual summaries since the inception of the Act.

Appendix 16c exhibits an estimate of the amount of the liability existing at March 31, 1934, in respect of pension awards in connection with permanent and death claims.

GENERAL

The regular and intermittent audits of canal stores and accounts, and of collection of revenue indicated a satisfactory improvement in the efficiency of the staffs responsible for these duties. Special audits of the Port Colborne and Prescott Elevators were also made. The additional work occasioned by the inception of commitment accounting was handled without increase of staff. Close supervision of the requisitioning and supply of stores, including stationery, printing and office supplies was maintained, and special inventories of all departmental plant and equipment were prepared for the Auditor General.

I have the honour to be, sir,

Your obedient servant,

F. M. MACLENNAN,

Representative of the Treasury.

V. I. SMART, Esq.,

Deputy Minister, Department of Railways and Canals,
Ottawa.

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STATEMENT OF THE RAILWAY AUDITOR FOR THE FISCAL YEAR
1933-34

CANADIAN NATIONAL RAILWAYS

Government assistance during the fiscal year 1933-34 covered the railway requirements for the calendar year 1933, viz:—

<i>I. Maritime Freight Rates Act—</i>	
For 20% reduction in rates.....	\$ 1,378,000 00
For balance of deficit.....	6,691,569 36
	<u>\$ 8,069,569 36</u>
<i>II. Canadian National Railways 1933 Budget—</i>	
For deficit.....	\$ 52,263,819 05
For maturing obligations.....	8,228,101 10
	<u>60,491,920 15</u>
A grand total of.....	<u>\$ 68,561,489 51</u>

All assistance was by way of cash; there were no new guarantees given during the period.

In continuance of the policy established in 1932-33, the Government assumed as a direct obligation the total deficit of the Canadian National Railways and the relative position of the latter to the Government for the period 1933-34 is as follows:—

<i>1. Assumed by Government as direct liabilities—</i>	
<i>(a) Cost of 20% reduction in tariffs on Canadian National Railways Eastern lines, through Maritime Freight Rates Act.....</i>	
	<u>\$ 1,378,000 00</u>
<i>(b) C.N.R. Deficit—</i>	
Eastern Lines.....	\$ 6,691,569 36
Balance of System.....	52,263,819 05
	<u>58,955,388 41</u>
	<u>\$ 60,333,388 41</u>
<i>2. Assumed by Government but charged against Canadian National Railways as interest-bearing loans—</i>	
Canadian National Railways maturing obligations.....	8,228,101 10
	<u>8,228,101 10</u>
Total assistance.....	<u>\$ 68,561,489 51</u>

In passing it may be noted that the amount of \$1,378,000 provided in repayment to the railway for reduction of tariffs on its Eastern Lines is actually a subsidy to the shippers and not to the railway; as the shippers receive the benefit.

Expenditures under the Canadian National Railways 1933 Budget compare with the estimate as follows:—

	Estimate	Actual Expenditure
Net Deficit (including Interest due Public and Profit and Loss).....	\$ 47,941,395 37	\$ 52,263,819 05
Maturing Obligations.....	12,265,583 63	11,269,985 27
Acquisition of Securities.....	3,140,845 00	2,600,000 00
Capital Expenditures.....	2,852,276 00	641,884 17
	<u>\$ 66,200,100 00</u>	<u>\$ 65,491,920 15</u>
Less Provided by working Funds of the Railway..	<u>5,200,100 00</u>	<u>5,000,000 00</u>
	<u>\$ 61,000,000 00</u>	<u>\$ 60,491,920 15</u>

The item "Capital Expenditures" includes certain expenditures authorized under special statutes and may be broken down as follows:—

General Additions and Betterments.....	\$ 3,637,970 36	
Less retirements.....	4,688,837 63	1,050,867 33
	<u>3,637,970 36</u>	
<i>Expenditures under Special Statutes—</i>		
1929-32 (Ext.) Branch Lines Construction.....	\$ 96,194 50	
Toronto Viaduct Construction.....	68,124 26	
Montreal Terminals Construction.....	244,664 39	
	<u>408,983 15</u>	
Total.....	<u>\$ 641,884 17</u>	

Some detail of statutory expenditures follows:—

BRANCH LINES CONSTRUCTION, 1929-32-34 PROGRAM

Acts	Branch Line	Expenditure Calendar Year 1933		Total Expenditure to Dec. 31, 1933		Total Expenditure Authorized	
		\$	cts.	\$	cts.	\$	cts.
Chap. 27	Prince Edward Island— Lake Verde-Pisquid.....			369,513	39	425,074	00
" *34	Nova Scotia— Sunny Brae-Guysboro.....	17,234	95	3,591,270	53	4,025,000	00
" *21	Ontario— Brantford-Cut-off.....	50,393	81	493,744	60	1,552,500	00
" *22	Garson Branch Extension.....			116,286	48	187,220	00
" *33	Sudbury Basin Branch.....			17,586	47	2,127,500	00
		50,393	81	627,617	55	3,867,220	00
" 26	Saskatchewan— Melfort-Aberdeen.....			3,174,797	26	3,205,459	00
" *20	Mawer-Southwesterly.....	16,650	32	1,694,505	74	2,070,000	00
" 28	Neidpath-Swift Current.....	491	12	1,003,272	02	1,344,051	00
" *30	Ridgedale Easterly.....	16,394	16	905,669	34	1,265,000	00
" *36	Unity-Southwesterly.....	7,108	82	1,703,646	77	2,012,500	00
" 24	Hamlin-Glenbush.....			1,059,412	67	1,274,386	00
" *32	St. Walburg-Bonnyville.....	12,776	77	2,003,388	30	4,843,800	00
		27,867	65	11,544,692	10	16,015,196	00
" 18	Alberta— Alliance-Southeast.....			34,351	49	42,527	00
" *19	Bulwark-Easterly.....	2,682	23	414,524	37	1,006,250	00
" *25	Hamaruka-Scapa.....	1,984	14	871,875	00	1,650,250	00
		698	09	1,320,750	86	2,699,027	00
" *35	British Columbia— Swift Creek-Tête-Jaune.....			16,389	53	828,000	00
" *29	Lulu Island.....			1,725,000	00	1,725,000	00
				1,741,389	53	2,553,000	00
		96,194	50	19,195,233	96	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

Government 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, 1933, the total cost was \$4,691,221.82, of which \$68,124.26 was expended in 1933.

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, 1933, being \$11,862,400 (of which \$100,000 was expended in 1933).

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 \$16,553,621.82 has been expended to December 31, 1933 (of which \$168,124.26 was expended during 1933).

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 1933	Total payments to December 31, 1933
	\$ cts.	\$ cts.	\$ cts.
Province of Alberta—			
Account purchase.....	7,790,000 00	2,500,000 00	5,000,000 00
Extensions underway.....	473,685 87		473,685 87
Bonded indebtedness assumed.....	4,710,000 00		
Liability for new extensions.....	2,028,314 13		1,511,314 13
	15,000,000 00	2,500,000 00	6,985,000 00
Capital stock in new company (25% subscribed).....	312,500 00		312,500 00
Canadian National Railway total.....	15,312,500 00	2,500,000 00	7,297,500 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, 1933, was as follows:—

	Expenditures during 1933	Total Expenditures to December 31, 1933
	\$ cts.	\$ cts.
Acquisition of land.....	159,291 40	9,552,828 18
Construction.....	59,583 19	5,725,393 98
General supervision.....	18,934 82	538,408 00
Other miscellaneous.....	6,854 98	564,427 24
Total.....	244,664 39	16,381,057 40

DEPARTMENT OF RAILWAYS AND CANALS

The expenditures were made in the years 1929 to 1933 as follows:—

1929.....	\$	1,795,864 44
1930.....		6,818,632 87
1931.....		6,022,380 07
1932.....		1,499,515 63
1933.....		244,664 39
Total.....	\$	<u>16,381,057 40</u>

CANADIAN NATIONAL STEAMSHIPS

In addition to aid given the National Railways, the Government advanced to the Canadian National Steamships during the fiscal year 1933-34 the following sums to cover deficits in operation:—

1. Canadian Government Merchant Marine.....	\$	17,938 53
2. Canadian National (West Indies) Steamships, Limited.....		967,997 30
	\$	<u>985,935 83</u>

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 1933. 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 \$1,000,000. This was possible through curtailment in the activities of the fleet generally, permitting a reduction in insurance reserve fund.

Additional data covering both Marine Services are shown as appendices Nos. 2, 3, 4, 5, 6 and 7 to your report.

A. V. FRANKLIN,
Railway Auditor.

Approved

F. M. MACLENNAN,
OTTAWA, June 23, 1934.

DEPARTMENT OF RAILWAYS AND CANALS GENERAL

	ASSETS		1933-34	
	As at March 31, 1933	As at March 31, 1934	Transactions	As at March 31, 1934
INVESTMENTS—				
Railways.....	\$ 1,201,624,822 16	\$ 2,263,847 61	\$ 1,203,888,669 77	
Canadian National Steamships.....	2 15,367,530 92	14,064 17	15,353,466 75	
Canadian Government Merchant Marine.....	3 55,734,958 63	62,880 36	55,682,138 28	
Canals.....	4 247,957,853 30	1,975,072 68	249,932,925 98	
		1,520,685,165 01	4,172,035 77	\$ 1,524,857,200 78
CURRENT ASSETS—				
Canadian Government Railways.....	5 15,748,921 60		15,748,921 60	
Supplies and materials on hand.....	6 423,248 48	31,791 67	391,456 81	
Government Employees Compensation Act—				
Advances to Provincial Boards.....	7 72,667 74	2,760 85	69,906 89	
Accounts receivable.....	8 996,115 73	218,628 24	1,214,743 97	
Advances outstanding.....	15 00	20 00	35 00	
	17,240,968 55	527,664 85	353,135 65	17,425,064 27
CONTINGENT ASSETS—				
Department of Finance (contractors' security deposits) (contra).....				204,531 20
DEFERRED ASSETS—				
Elevator overages.....	10,425 02		3,159 39	13,584 41
Elevator accrued storage (unbilled).....	6,799 57	17,224 59	4,917 52	11,717 09
				25,301 50
UNADJUSTED DEBITS—				
Additions and betterments to Canadian Government Railways prop- erties since April, 1, 1923, financed by Canadian National Rail- ways.....	23,780,237 19		7,122 68	23,773,114 51
Additions and betterments to Hudson Bay Railway subsequent to April 1, 1923, financed by Canadian National Railways.....	457,526 76			457,526 76
Stores and Open Accounts Suspense.....	1,023,058 94			1,023,058 94
Moncton and Buctouche Railway.....	2,190,629 16	1,414,608 91		776,020 25
Contractors' Retained Drawbacks (contra).....	70,000 00			70,000 00
Unclaimed Cheques Suspense (contra).....	1,087,326 34	1,088,357 43		58,968 86
Outstanding Cheques Suspense (contra).....	6,510 11	119 64		6,629 75
Uncollectable Suspense (contra).....	3,714 31			3,714 31
Capital Expenditure Adjustment Suspense.....	7,184 69	124,314 96		131,499 65
Railway Grade Crossing Fund Suspense.....	165,360 96	904,368 99		165,360 96
Employees Compensation Suspense.....		689,872 56		689,872 56
	28,791,548 46			28,060,135 54
CONSOLIDATED REVENUE FUND ACCOUNT—				
Total Assets.....	\$ 1,567,262,571 46\$	3,309,661 83		\$ 1,570,572,233 29
Being proportion of net debt incurred on account of Department of Railways and Canals.....	354,404,074 31	59,418,818 72		413,822,893 03
	\$ 1,921,666,645 77 \$	62,738,480 55		\$ 1,984,395,126 32

BALANCE SHEET OF MARCH 31, 1934

DOMINION OF CANADA ACCOUNT—		LIABILITIES	
Public Accounts—	As at March 31, 1933	1933-34 Transactions	As at March 31, 1934
Schedule "E" (part)	\$ 15,748,921 60	\$ 2,628,101 10	\$ 15,748,921 60
Canadian Government Railways Stores and Open Accounts.....	14,677,338 33		17,305,439 43
Canadian National Railways—Temporary Loans.....	\$ 240,104,670 84		
Schedule "F"			
Less expenditures by other departments—			
Burlington Bay Canal.....	\$ 308,328 32		
Lake St. Peter.....	1,164,235 08	1,975,072 68	240,607,180 12
Schedule "G"	443,546,599 84	364,265 49	443,182,346 35
Schedule "H" (part of item \$1,921,392.10 Yukon Territory works)	283,323 55		283,323 55
Schedule "H" (part) Government Shipbuilding program.....	54,804,494 81	52,820 55	54,751,674 46
Schedule "H" Lower Lake Terminals.....	4,715,325 43		4,715,325 43
Schedule "K"	88,398,828 78		88,398,828 78
Schedule "L"	655,527,455 83		655,527,455 83
Schedule "M"	15,367,530 92	14,064 17	15,353,466 75
Schedule "N" (part) Grand Trunk Railway Preference Stock.....	121,739 65		121,739 65
Capital Expenditure from Unemployment and Farm Relief and Continuance Act.....	601,859 92		601,859 92
Consolidated Revenue Fund Account.....	1,532,425,526 10	4,172,035 77	1,536,597,561 87
	355,896,121 26	59,602,914 44	415,499,035 70
	1,888,321,647 36	63,774,950 21	1,952,096,597 57
	4,173,921 47		4,173,921 47
EXPENDITURE BY IMPERIAL GOVERNMENT PRIOR TO UNION OF UPPER AND LOWER CANADA.....			
CONTINGENT LIABILITIES—			
Railway Grade Crossing Orders.....	904,368 99		904,368 99
Contractors' Security Deposits (contra).....	323,133 65		204,531 20
Employees Compensation Awards.....	527,064 85	689,872 56	689,872 56
UNADJUSTED CREDITS—			
Consolidated Revenue Fund for Canadian Government Railways surplus since April 1, 1923.....	1,463,119 79		23,731,726 31
Loans—Canadian Government Railways Investment Suspense.....	41,388 20		701,758 16
Canadian Government Railways Investment Account.....			1,596,235 99
Dominion of Canada for acquisition of Moncton and Buctouche Railway Contractors' Drawbacks retained.....			70,000 00
Port Colborne Elevator Suspense Account.....	1,028,267 48		58,968 86
Prescott Elevator Suspense Account.....	17,004 70	220 72	16,783 98
Consolidated Revenue Fund for Account of Appropriations under Collection of Revenue.....	219 89	8,237 63	8,517 52
Canadian Government Railways Capital.....	6,510 11	119 64	6,629 75
Canals Revenue—Uncollectible.....	3,714 31		3,714 31
General—Uncollectible.....	7,122 28	124,217 55	131,339 83
	62 41	97 41	159 82
	28,643,412 09		26,325,724 28
	\$1,921,666,645 77	62,728,480 55	\$1,984,395,126 32

F. M. MACLENNAN,
 Representative of the Treasury.

EXPENDITURE AND REVENUE ACCOUNT—FISCAL YEAR 1933-34

EXPENDITURE

CAPITAL ACCOUNT

Vote No.	Dept'l. Schedule			
<i>Railways—</i>				
94	1	Hudson Bay Railway (Statement No. 1).....	\$ 397,458 24	
94	1	Hudson Bay Railway—Churchill Terminals (Statement No. 1A).....	356,735 49	
				754,193 73
<i>Canals—</i>				
95	4	Welland Ship Canal Construction (Statement No. 2)....	1,983,192 41	
Statute	4	Welland Ship Canal, Exchequer Court Award.....	2,947 56	
				1,986,139 97
				\$ 2,740,333 70

ORDINARY

Administrative

35	A.A.	Civil Government Salaries.....	173,959 72	
35	A.A.	Civil Government Contingencies.....	21,206 30	
Statute	A.A.	Salary of Minister.....	9,000 00	
"	A.A.	Salary Deduction Act.....	18,852 06	
				223,018 08

INCOME ACCOUNT

<i>Railways—</i>				
97	E.E. Inc.	Board of Railway Commissioners Maintenance and Operation.....	212,729 69	
Statute	E.E. Inc.	Board of Railway Commissioners Salaries.....	44,357 50	
101	E.E. Inc.	Railway Employees Provident Fund, Canadian Government Railways to Supplement Pension Fund Allowances.....	27,437 38	
				284,524 57
<i>Canals—</i>				
96	D.D. Inc.	Canals Income Improvements (Statement No. 4)....	267,374 85	
100	D.D. Inc.	Surveys and Inspections Canals.....	5,565 60	
				272,940 45
<i>Miscellaneous</i>				
Statute	E.E. Inc.	Government Employees Compensation Act (Statement No. 5).....	184,138 81	
98	E.E. Inc.	Miscellaneous Services.....	32,472 72	
99	E.E. Inc.	Printing and Stationery.....		
				216,611 53

COLLECTION OF REVENUE

269	D.D. Rev.	Canals Staff and Repairs (Statement No. 6).....	\$ 2,300,998 88
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Miscellaneous Account

260	D.D. Inc.	St. Lawrence Ship Canal—Surveys and Investigations	14,594 70
Statute	E.E. Rev.	Railway Grade Crossing Fund (Statement No. 8)....	310,074 84
"	E.E. Rev.	Railway Grade Crossing Fund Unemployment Relief 1930 (Statement No. 8).....	4,958 92
"	E.E. Rev.	Railway Grade Crossing Fund Unemployment Relief 1931 (Statement No. 8).....	9,331 63
"	A.A.	Gratuities to Dependents of deceased employees under Chap. 22, Sec. 56, R.S. of Can., 1927.....	2,645 00
"	A.A.	Canadian Government Railways Provident Fund....	1,427,416 73

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

299	B.B. Inc.	Maritime Freight Rates Act—Miscellaneous Railways (Statement No. 3).....	611,129 91
300	B.B. Inc.	Maritime Freight Rates Act—Eastern Lines (Statement No. 3).....	1,378,000 00
300 } 276 }	B.B. Inc.	Eastern Lines Deficits other than occurring from M.F.R.A. (Statement No. 3).....	6,691,569 36
277	B.B. Inc.	Canadian National Railways Deficits 1933.....	52,263,819 05
			62,713,540 14
			\$66,011,633 65

DEPARTMENT OF RAILWAYS AND CANALS

EXPENDITURE—Con.

Vote No.	Dept'l. Schedule	LOANS AND ADVANCES	
297	2	Loans to Canadian Government Merchant Marine Ltd.	17,938 53
298 275}	2	Loan to Canadian National (West Indies) Steamships Ltd.....\$	967,997 30
		Value of Vessels transferred from Canadian Government Merchant Marine.	457,274 37
			<u>1,425,271 67</u>
Chap. 34, 1933		Canadian National Railways.....	8,228,101 10
O.C.P.C. 636		Canadian National Railways.....	1,000,000 00
Mar. 27/34			<u>9,228,101 10</u>
			<u>10,671,311 30</u>
			<u>\$10,671,311 30</u>

RECEIPTS

CAPITAL ACCOUNT

Refunds to Previous Years Expenditure—Railways—

Dept'l. Schedule			
1	Hudson Bay Railway.....	7,071 64	
1	Hudson Bay Railway—Churchill Terminals.....	191,717 02	
1	Intercolonial Railway.....	469,384 53	
1	Prince Edward Island Railway.....	450,274 03	
			<u>\$ 1,118,447 22</u>
	Canals—		
4	Welland Ship Canal Construction.....	9,546 69	
4	Welland Canal.....	205 00	
4	Trent Canal.....	42 00	
4	Lachine.....	1,273 60	
			<u>11,067 29</u>
	Balance Dr. to Capital Account.....		1,610,819 19
			<u>\$ 2,740,333 70</u>

ORDINARY

F.F.	Canals Revenue (Statement No. 7)—		
	Hydraulic Rents.....	256,771 64	
	Land Rents.....	252,921 07	
	Transmission Rents.....	10,823 32	
	House Rents.....	9,251 13	
	Elevator Fees.....	227,814 17	
	Sundry.....	120,048 32	
			<u>877,629 65</u>
F.F.	Miscellaneous Revenues—		
	Casual Revenue.....	22,048 62	
	Fines and Forfeitures.....	797 00	
	Premiums, Discount and Exchange.....	12 97	
	Interest on Railway Subsidies.....	121,996 84	
			<u>144,855 43</u>
	Canadian Government Railways—		
	Provident Fund.....		1,427,416 73
			(OVER)
	Balance Dr. to Consolidated Revenue Fund.....		<u>\$63,561,731 84</u>
			<u>\$66,011,633 65</u>

LOANS AND ADVANCES

	Refunds to Previous Years Expenditure—		
2	Canadian Government Merchant Marine, Ltd. \$	1,000,000 00	
	Value of vessels transferred to Canadian National (W.I.) Steamships.....	457,274 37	
			<u>\$ 1,457,274 37</u>
1	Canadian National Railways.....	6,600,000 00	
3	Government Shipbuilding Program.....	52,820 35	
			<u>8,110,094 72</u>
	Balance Dr. to Investment Account.....		2,561,216 58
			<u>\$10,671,311 30</u>

SCHEDULES TO THE BALANCE SHEET OF MARCH 31, 1934

SCHEDULE NO. 1—INVESTMENTS RELATIVE TO RAILWAYS	As at March 31, 1933		1933-34 Transactions		As at March 31, 1934			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Canadian Government Railways—</i>								
A. Roads entrusted to Canadian National Railways—								
Intercolonial Railway System—								
Canada Eastern Railway.....	819,000	00			819,000	00		
Cape Breton Railway.....	3,860,679	14			3,860,679	14		
Drummond County Railway.....	1,464,000	00			1,464,000	00		
Eastern Extension Railway..	1,324,042	81			1,324,042	81		
Montreal and European Rail- way.....	333,942	72			333,942	72		
Oxford and New Glasgow Railway.....	1,949,063	21			1,949,063	21		
Intercolonial Railway.....	123,105,281	08	469,384	53	122,635,896	55		
New Brunswick and Prince Edward Island Railway.....	925,266	60			925,266	60		
Prince Edward Island Railway	16,992,484	06	450,274	03	16,542,210	03		
International Railway of New Brunswick.....	2,963,021	87			2,963,021	87		
National Transcontinental Rail- way.....	169,259,000	20			169,259,000	20		
Moncton and Buctouche Rail- way.....	293,067	16			293,067	16		
Salisbury and Albert Railway..	437,647	60			437,647	60		
St. Martins Railway.....	302,045	64			302,045	64		
Elgin and Havelock Railway..	135,029	12			135,029	12		
York and Carleton Railway....	59,749	15			59,749	15		
Quebec and Saguenay Railway.	7,772,911	03			7,772,911	03		
Caraquet and Gulf Shore Rail- way.....	711,767	38			711,767	38		
Lotbiniere and Megantic Rail- way.....	360,008	39			360,008	39		
Cape Breton Railway (Exten- sion).....	107,646	73			107,646	73		
Canadian Government Rail- ways—								
Rolling Stock.....	35,882,094	75	18,000	00	35,900,094	75		
Miscellaneous.....		345	00			345	00	
Quebec Bridge.....	21,706,664	49			21,706,664	49		
Miscellaneous.....		148	09			148	09	
	390,764,906	22	901,658	56			389,863,247	66
B. Roads not entrusted to Cana- dian National Railways—								
Hudson Bay Railway.....								
Hudson Bay Railway—Nel- son Terminal.....	31,700,190	01	390,386	60	32,090,576	61		
Hudson Bay Railway— Churchill Terminal.....	6,240,200	86			6,240,200	86		
	12,735,617	02	165,018	47	12,900,635	49		
	50,676,007	89	555,405	07			51,231,412	96
<i>Other Railways and Miscellaneous—</i>								
Annapolis and Digby Railway....	660,683	09			660,683	09		
Central Canada Railway.....	175,000	00			175,000	00		
North Railway.....	250,000	00			250,000	00		
Governor General's Cars.....	71,538	82			71,538	82		
Miscellaneous Expenditure.....	18,000	00	18,000	00				
Yukon Territory Works, Stikine- Teslin Railway*.....	283,323	55			283,323	55		
Canadian Pacific Railway.....	62,791,435	25			62,791,435	25		
Grand Trunk Railway—Debenture Account.....	15,142,633	34			15,142,633	34		
Grand Trunk Railway—Interest Account.....	10,457,458	01			10,457,458	01		
Grand Trunk Railway—Special Account.....	7,302	18			7,302	18		
Grand Trunk Railway—Preference Stock.....	121,739	65			121,739	65		

*Part of item under Schedule "H" of Public Accounts.

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SCHEDULES TO THE BALANCE SHEET OF MARCH 31, 1934—*Con.*

	As at March 31, 1933		1933-34 Transactions		As at March 31, 1934			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
SCHEDULE No. 1, ETC.—<i>Con.</i>								
<i>Other Railways and Miscellaneous— Con.</i>								
Canadian Northern Railway—Purchase of Capital Stock.....	10,000,000	00			10,000,000	00		
Loans to Railways per Schedule "L" and "E" of Public Accounts and page 41 of this report—								
Canadian Northern Railway.....	255,408,804	28			255,408,804	28		
Grand Trunk Railway.....	118,582,182	33			118,582,182	33		
Grand Trunk Pacific Railway...	116,006,599	08			116,006,599	08		
Canadian National Railways.....	113,281,207	65	2,628,101	10	115,909,308	75		
Loans to Railways—Purchase of Equipment.....	56,926,000	82			56,926,000	82		
	760,183,908	05	2,610,101	10			762,794,009	15
	1,201,624,822	16	2,263,847	61			1,203,888,669	77
SCHEDULE No. 2—CANADIAN NATIONAL STEAMSHIPS (LOANS)								
Canadian Government Merchant Marine Ltd.....	11,842,245	89	1,439,335	84	10,402,910	05		
Canadian National (West Indies) Steamships Ltd.....	3,525,285	03	1,425,271	67	4,950,556	70		
	15,367,530	92	14,064	17			15,353,466	75
SCHEDULE No. 3—CANADIAN GOVERNMENT MERCHANT MARINE								
Government Shipbuilding Program..	54,804,494	81	52,820	35	54,751,674	46		
Residue of cost of Steamer <i>Sheba</i>	78,610	58			78,610	58		
Residue of capital cost of SS. <i>Drummond</i> and SS. <i>McKee</i>	851,853	24			851,853	24		
	55,734,958	63	52,820	35			55,682,138	28
SCHEDULE No. 4—INVESTMENTS RELATIVE TO CANALS								
Quebec Canals System—								
Carillon and Grenville Canal.....	4,191,756	51			4,191,756	51		
St. Anne's Lock.....	1,320,215	63			1,320,215	63		
Chambly Canal.....	780,996	52			780,996	52		
St. Ours Lock.....	735,964	04			735,964	04		
Lachine Canal.....	13,989,873	76	1,273	60	13,988,600	16		
Lake St. Louis.....	298,176	11			298,176	11		
Beauharnois.....	1,636,029	29			1,636,029	29		
Soulanges Canal.....	7,899,944	53			7,899,944	53		
	30,852,956	39	1,273	60			30,851,682	79
Ontario-St. Lawrence System—								
Lake St. Francis.....	75,906	71			75,906	71		
Cornwall Canal.....	7,245,804	21			7,245,804	21		
Williamsburg Canal.....	1,334,551	80			1,334,551	80		
Farrans Point.....	877,090	57			877,090	57		
Galops Canal.....	6,143,468	11			6,143,468	11		
Rapide Plat.....	2,159,880	80			2,159,880	80		
	17,836,702	20					17,836,702	20
Ontario-St. Lawrence River Canals—								
North Channel.....	1,995,142	87			1,995,142	87		
River Reaches.....	483,830	20			483,830	20		
Galops Channel.....	1,039,895	65			1,039,895	65		
	3,518,868	72					3,518,868	72
St. Lawrence Ship Canal.....	133,896	80			133,896	80		
St. Peters Canal.....	648,547	14			648,547	14		
Rideau Canal.....	4,214,212	99			4,214,212	99		

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SCHEDULES TO THE BALANCE SHEET OF MARCH 31, 1934—*Con.*

	As at March 31, 1933		1933-34 Transactions		As at March 31, 1934		
	\$	cts.	\$	cts.	\$	cts.	
SCHEDULE No. 4, etc.—<i>Con.</i>							
Tay Canal.....	489,599	23			489,599	23	
Murray Canal.....	1,248,946	71			1,248,946	71	
Trent Canal.....	19,953,625	99		42 00	19,953,583	99	
Welland Canal.....	29,903,157	61		906 00	29,902,952	61	
Welland Ship Canal.....	129,088,846	52	1,976,593	28	131,065,439	80	
Prescott Elevator.....	4,715,325	43			4,715,325	43	
Sault Ste. Marie Canal.....	4,935,809	42			4,935,809	42	
Culbute Lock and Dam.....	382,391	46			382,391	46	
Canals General.....	34,966	69			34,966	69	
	195,749,325	99	1,976,346	28		197,725,672	27
	247,957,853	30	1,975,072	68		249,932,925	98
SCHEDULE No. 5—CANADIAN GOVERNMENT RAILWAYS "OPEN" AND "STORES" ACCOUNTS							
Canadian Government Railways "Open Accounts".....	6,042,932	52			6,042,932	52	
Canadian Government Railways "Stores Account".....	9,757,420	40			9,757,420	40	
St. John and Quebec Railway "Open Accounts".....	54,022	26			54,022	26	
St. John and Quebec Railway "Stores Account".....	2,590	94			2,590	94	
	15,748,921	60				15,748,921	60
SCHEDULE No. 6—MATERIALS AND SUPPLIES ON HAND							
Stationery Branch.....	9,570	16	976	91	8,593	25	
Ontario-St. Lawrence Canals Stores..	73,170	09	9,082	09	64,088	00	
Carillon and Grenville Canals Stores..	10,662	39	1,702	70	8,959	69	
Chambly Canal Stores.....	11,636	31	88	48	11,547	85	
Quebec Dredging Fleet Stores.....	10,645	61	1,996	70	8,648	91	
Lachine Canal Stores.....	20,006	03	679	35	20,685	38	
Soulanges Canal Stores.....	25,820	76	1,759	93	24,060	83	
St. Anne's Lock Stores.....	3,016	39	619	95	2,396	44	
St. Ours Lock Stores.....	1,974	96	43	72	2,018	68	
Rideau Canal Stores.....	18,341	23	3,087	53	15,313	90	
Sault Ste. Marie Canal Stores.....	17,133	41	128	13	17,005	28	
Trent Canal Stores.....	52,661	22	1,070	88	51,590	34	
Welland Canal Stores.....	24,596	29	877	21	23,719	08	
Welland Ship Canal Stores.....	113,117	13	12,968	03	100,155	10	
Port Colborne Elevator Stores.....	24,848	68	1,551	64	23,317	04	
Prescott Elevator Stores.....	6,047	82	3,289	22	9,337	04	
	423,248	48	31,791	67		391,456	81
SCHEDULE No. 7—GOVERNMENT EMPLOYEES COMPENSATION ACT, ADVANCES TO PROVINCIAL BOARDS							
Workmen's Compensation Board of Nova Scotia.....	12,457	11	1,388	55	13,845	66	
Workmen's Compensation Board of New Brunswick.....	13,642	49	284	87	13,357	62	
Workmen's Compensation Commis- sion of Quebec.....	273	35	273	35			
Workmen's Compensation Board of Ontario.....	12,287	04	759	54	11,547	50	
Workmen's Compensation Board of Manitoba.....	17,092	52	1,216	87	15,875	65	
Workmen's Compensation Board of Saskatchewan.....	7,597	75	3,096	46	4,501	29	
Workmen's Compensation Board of Alberta.....	4,130	16	2,500	41	6,630	57	
Workmen's Compensation Board of British Columbia.....	5,187	29	1,058	69	4,148	60	
	72,667	71	2,760	82		69,906	89

SCHEDULES TO THE BALANCE SHEET OF MARCH 31, 1934—*Conc.*

	As at March 31, 1933		1933-34 Transactions		As at March 31, 1934	
	\$	cts.	\$	cts.	\$	cts.
SCHEDULE No. 8—ACCOUNTS RECEIVABLE						
Capital Appropriations—						
Hudson Bay Railway and Terminals—						
Railway.....						
Terminals.....	10,237	11	8,689	16	1,647	96
Welland Ship Canal Construction..	327,268	88	14,759	89	342,028	77
Canadian Government Railways—						
Shipbuilding Programme.....	80,000	00	55,000	00	135,000	00
Consolidated Revenue Fund.....	63,096	61	5,748	66	57,349	95
Canals Revenue.....	515,513	13	163,204	16	678,717	29
	996,115	73	218,628	24		1,214,743 97

DETAILS OF RECEIPTS AND EXPENDITURES

STATEMENT No. 1—HUDSON BAY RAILWAY (RAILWAY ONLY)

DISTRIBUTION OF CAPITAL EXPENDITURE—FISCAL YEAR 1933-34

	Amount	
	\$	cts.
Road—		
1. Engineering.....	14,900	31
2. Land for transportation purposes.....	87	50
3. Grading.....	12,367	32
6. Bridges, trestles and culverts.....	12,125	79
8. Ties.....	75,373	45
10. Other track material.....	1,067	18
11. Ballast.....	129,867	88
12. Track laying and surfacing.....	32,074	77
13. Right-of-way fences.....	2	41
14. Snow fences and snowsheds.....	142	43
15. Crossings and signs.....	361	11
16. Station and office buildings.....	1,561	27
17. Roadway buildings.....	2,008	48
18. Water stations.....	600	16
19. Fuel stations.....	154	37
20. Shops and enginehouses.....	798	06
26. Telegraph and telephone lines.....	363	28
33. Power line, poles, etc.....	17	06
40. Revenue and operating expenses.....	157,625	97
43. Other expenditures—Road.....	534	92
47. Unapplied construction material.....	53,069	05
Total Road.....	388,964	67
General Expenditures—		
72. General officers and clerks.....	908	97
74. Stationery and printing.....	487	37
77. Other expenditures—General.....	25	59
Total General Expenditure.....	1,421	93
Total Construction Cost.....	390,386	60
Expenditure charged to Vote No. 94.....	\$ 397,458	24
Less Refunds to previous years expenditure.....	7,071	64
	\$ 390,386	60

See Appendix No. 10 for total expenditure to date.

STATEMENT NO. 1A—HUDSON BAY RAILWAY (CHURCHILL TERMINALS)
DISTRIBUTION OF CAPITAL EXPENDITURE—FISCAL YEAR 1933-34

	Amount	
	\$	cts.
Land expropriation.....	742	40
Floating plant.....	175,682	18
Land plant.....		
Air equipment.....		
Contractor's estimates.....		
Work performed by railway forces.....	6,095	80
Payrolls.....	211,777	31
Materials and supplies.....	57,584	39
Land transportation.....	59,708	80
Water freight.....		
Air freight.....		
Other expenses.....	5,754	96
Advances.....		20
Rental of equipment.....		983
	165,018	47
Expenditure charged to Vote No. 94.....	\$ 356,735	49
Less Refunds to previous years expenditures.....	191,717	02
See Appendix No. 10 for total expenditure to date.	\$ 165,018	47

STATEMENT NO. 2—WELLAND SHIP CANAL CONSTRUCTION
DISTRIBUTION OF CAPITAL EXPENDITURE—FISCAL YEAR 1933-34

Classification of Expenditure	Total Expenditure Fiscal Year 1933-34	
	\$	cts.
Headquarters General Engineering, etc.....	134,627	98
Right of way.....	6,500	11
General construction, including locks, bridges, gateway, power houses, etc.....	1,835,465	19
	1,976,593	28
Expenditure charged to Vote No. 95.....	\$ 1,983,192	41
“ “ to Exchequer Court awards.....	2,947	56
	\$ 1,986,139	97
Less refunds to previous years expenditure.....	9,546	69
See Appendix No. 11 for total expenditure to date.	\$ 1,976,593	28

STATEMENT NO. 3—MARITIME FREIGHT RATES ACT
DISTRIBUTION OF EXPENDITURE—FISCAL YEAR 1933-34

	Amount	
	\$	cts.
Railways other than Canadian National Railways—		
Canada and Gulf Terminal Railway.....	\$ 2,097	90
Canadian Pacific Railway, including Fredericton and Grand Lake Coal and Railway Co., and New Brunswick Coal and Railway Company	\$ 190,055	21
Cumberland Railway and Coal Co.....	20,470	13
Dominion Atlantic Railway.....	182,329	06
Maritime Coal, Railway and Power Co.....	17,900	06
Sydney and Louisburg Railway Co.....	183,052	32
Temiscouata Railway Co.....	15,225	23
	611,129	91

STATEMENT NO. 3—MARITIME FREIGHT RATES ACT—Concluded

DISTRIBUTION OF EXPENDITURE—FISCAL YEAR 1933-34—Concluded

	Amount.	
	\$	cts.
Canadian National Railways—		
Eastern Lines, 20 per cent reduction in tolls.....	1,378,000	00
Total 20 per cent reduction in tolls.....	\$ 1,989,129	91
Eastern Lines deficits (other than occurring from Maritime Freight Rates Act),	6,691,569	30
	8,680,699	27

NOTE.—Expenditure relative to railways under Maritime Freight Rates Act, Fiscal Year 1933-34 cover the Railway Companies to December 31, 1933.
See Appendix No. 14 for total expenditure to date.

STATEMENT NO. 4—CANALS INCOME IMPROVEMENTS APPROPRIATION

DISTRIBUTION OF EXPENDITURE—FISCAL YEAR 1933-34

	Amount			
	\$	cts.	\$	cts.
Carillon and Grenville Canal—				
Lock gates.....			5,311	60
Lachine Canal—				
Wharf.....			32,019	80
St. Anne's Lock—				
Lock gates.....			3,857	30
Trent Canal—				
Dam at Lock No. 22.....	58,553	06		
Dredging, drilling and blasting.....	19,219	82		
Concrete dam at outlet of Percy lake.....	3,676	55		
Timber dam at outlet Kennisis lake.....	3,987	86		
Rebuild and repair reservoir dams.....		802		
			86,240	11
Welland Ship Canal—				
Welland ship dock.....			139,946	04
			267,374	85

STATEMENT NO. 5—GOVERNMENT EMPLOYEES COMPENSATION ACT—CHAPTER 30
—REVISED STATUTES 1927

STATEMENT OF EXPENDITURE—FISCAL YEAR 1933-34

Board	Dominion expenditure including amounts advanced	Interest earned by Boards	Total Board receipts	Disbursements under the Act				Changes in advance Accounts
				Compensation, Pension, etc.	Proportion of Administration expenses	Refund of accrued interest	Total	
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Nova Scotia.....	19,585 81		19,585 81	12,779 93	5,417 33		18,197 26	1,388 55
New Brunswick.....	15,278 41		15,278 41	7,501 39	8,061 89		15,563 28	284 87
Ontario.....	66,996 71		66,996 71	63,859 63	3,876 62		67,736 25	739 54
Manitoba.....	31,101 79	237 55	31,339 34	25,363 41	6,668 40	524 40	32,556 21	1,816 87
Saskatchewan.....	732 14	235 70	967 84	3,016 44	397 83	650 06	4,064 33	3,096 49
Alberta.....	19,768 98	551 68	20,320 66	15,640 18	1,462 50	717 57	17,820 25	2,500 41
British Columbia.....	17,010 06	710 17	17,720 23	16,878 39	988 56	891 97	18,758 92	1,038 69
Quebec Commission.....	2,429 53		2,429 53		2,702 88		2,702 88	273 35
Province of Prince Edward Island..	178 02		178 02	178 02			178 02	
Province of Quebec	26,997 44		26,997 44	26,997 44			26,997 44	
Province of Ontario (Medical Aid)....	1,105 90		1,105 90	1,110 90			1,105 90	
Miscellaneous.....	17,045 98		17,045 98	448 00	16,599 98		17,045 98	
	184,138 81	1,735 10	185,873 91	172,874 73	12,976 03	2,784 00	188,634 76	2,760 85

STATEMENT No. 5A—GOVERNMENT EMPLOYEES COMPENSATION ACT—CHAPTER
30—REVISED STATUTES 1927NUMBER OF CLAIMS ON WHICH PAYMENTS WERE MADE AND AMOUNTS DISBURSED
IN COMPENSATION, MEDICAL AID AND PENSIONS
FISCAL YEAR 1933-1934
NOVA SCOTIA BOARD

Department	Number of Claims				Disburse- ments
	Compensa- tion and Medical Aid	Medical Aid only	Pensions	Total	
Agriculture.....	3	1	1	5	\$ 772 12
Fisheries.....	1	1	.....	2	52 80
Marine.....	13	3	1	17	1,698 25
National Defence.....	6	9	4	19	2,693 39
Pensions and National Health.....	.....	.....	1	1	118 80
Post Office.....	1	4	.....	5	308 13
Public Works.....	53	2	10	65	7,136 44
	77	20	17	114	12,779 93

NEW BRUNSWICK BOARD

Agriculture.....	.....	1	.....	1	18 00.
Biological Board of Canada.....	.....	1	.....	1	18 70
Fisheries.....	1	.....	2	3	1,914 89
Marine.....	4	.....	.....	4	486 98
National Defence.....	.....	1	.....	1	4 25
Pensions and National Health.....	4	1	.....	5	1,839 15
Post Office.....	1	2	2	5	961 84
Public Works.....	10	2	3	15	2,257 58
	20	8	7	35	7,501 39

ONTARIO BOARD

Agriculture.....	2	7	1	10	655 15
Interior.....	2	4	.....	6	255 21
Justice.....	1	1	2	3	1,354 00
Marine.....	3	.....	12	15	7,613 42
National Defence.....	6	3	8	17	3,125 05
National Revenue.....	.....	.....	2	2	1,105 20
Pensions and National Health.....	.....	1	9	10	2,207 00
Post Office.....	3	28	3	34	4,018 90
Printing and Stationery.....	2	.....	.....	2	82 60
Public Works.....	15	8	19	42	12,392 07
Railways and Canals.....	49	17	49	115	30,629 53
Royal Canadian Mint.....	.....	1	.....	1	13 50
Trade and Commerce.....	.....	.....	1	1	408 00
	82	70	106	258	63,859 63

MANITOBA BOARD

Agriculture.....	2	1	.....	3	51 80
Interior.....	31	3	7	41	6,405 24
Justice.....	1	.....	.....	1	55 00
Mines.....	.....	.....	1	1	461 89
National Defence.....	1	.....	1	2	33 20
Pensions and National Health.....	.....	.....	1	1	156 00
Post Office.....	8	29	.....	37	709 11
Public Works.....	5	6	7	18	3,231 93
Railways and Canals—Hudson Bay Ter- minals.....	9	.....	8	17	5,083 06
Hudson Bay Railway.....	20	17	8	45	8,849 92
Soldiers' Settlement Board.....	.....	1	.....	1	95 00
Trade and Commerce.....	.....	4	1	5	231 26
	77	61	34	172	25,363 41

STATEMENT NO. 5A—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	Total	
Agriculture.....		8	1	9	812 73
Interior.....	41	7	2	50	1,752 11
National Defence.....	1			1	50 87
Post Office.....	6	14		20	350 65
Trade and Commerce.....	2			2	50 08
	50	29	3	82	3,016 44

ALBERTA BOARD

Agriculture.....	2	3	2	7	1,976 17
Indian Affairs.....	1		1	2	1,032 43
Interior.....	47	52	13	112	9,993 21
Mines.....			1	1	840 16
National Defence.....		1		1	21 00
National Revenue.....		1		1	29 50
Post Office.....	2	29		31	477 15
Public Works.....	2	1		3	191 98
Trade and Commerce.....	3	6		9	1,078 58
	57	93	17	167	15,640 18

BRITISH COLUMBIA BOARD

Agriculture.....	1	1		2	263 54
Fisheries.....	6	5	4	15	3,060 37
Indian Affairs.....			1	1	612 82
Interior.....	9	18	3	30	3,385 59
Justice.....		5		5	105 34
Marine.....	6	1	2	9	2,703 70
Mines.....			1	1	87 66
National Defence.....	3		1	4	59 43
National Revenue.....	2	5	1	8	1,310 98
Pensions and National Health (National Health).....			1	1	420 00
Post Office.....	1	33	1	35	922 68
Public Works.....	8	7	8	23	4,087 35
Trade and Commerce.....		3		3	34 25
	36	78	23	137	16,878 39

PROVINCE OF PRINCE EDWARD ISLAND

Marine.....	2	1		3	73 73
Public Works.....	1			1	104 29
	3	1		4	178 02

STATEMENT No. 5A—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.....		9		9	\$ 38 00
Fisheries.....		1		1	9 00
Interior.....		3		3	19 50
Justice.....		1		1	10 00
Marine.....		8		8	65 00
Mines.....		3		3	41 50
National Defence.....		8		8	28 50
Post Office.....		29		29	208 75
Printing and Stationery.....		3		3	19 90
Public Works.....		15		15	89 50
Railways and Canals.....		116		116	576 25
		196		196	1,105 90

PROVINCE OF QUEBEC

Agriculture.....	2	3		5	56 16
Interior.....			2	2	1,603 89
Justice.....		4	1	5	601 73
Marine.....	21	109	11	141	5,144 48
National Defence.....	4	7	2	13	448 64
National Revenue.....	1	3		4	259 50
Pensions and National Health (Pensions)	3			3	26 79
Post Office.....	2	70	2	74	4,302 14
Public Works.....	24	21	15	60	10,091 43
Railways and Canals.....	28	36	3	67	4,462 68
	85	253	36	374	26,997 44

MISCELLANEOUS

Marine.....					420 00
Post Office.....					20 00
Railways and Canals— Hudson Bay Railway.....					6 00
					446 00

SUMMARY

Agriculture.....	12	34	5	51	4,643 67
Biological Board of Canada.....		1		1	18 70
Fisheries.....	8	7	6	21	5,037 06
Indian Affairs.....	1		2	3	1,645 25
Interior.....	130	87	27	244	23,414 75
Justice.....	1	11	3	15	2,126 07
Marine.....	49	122	26	197	17,365 56
Mines.....		3	3	6	1,255 89
National Defence.....	21	29	16	66	6,464 38
National Revenue.....	3	9	3	15	2,705 18
Pensions and National Health (Health Branch).....			1	1	420 00
Pensions and National Health (Pensions)	7	2	11	20	4,347 74
Post Office.....	24	238	8	270	12,239 35
Printing and Stationery.....	2	3		5	102 50
Public Works.....	118	62	62	242	39,582 57
Railways and Canals (Canals).....	77	169	52	298	35,668 46
Hudson Bay Railway.....	20	17	8	45	8,843 92
Hudson Bay Terminals.....	9		8	17	5,083 06
Royal Canadian Mint.....		1		1	13 50
Soldiers Settlement Board.....		1		1	95 00
Trade and Commerce.....	5	13	2	20	1,802 17
	487	809	243	1,539	172,874 73

STATEMENT No. 6—DISTRIBUTION OF EXPENDITURES FROM VOTE No. 269, CANALS STAFF AND REPAIRS, FISCAL YEAR 1933-34

	General expenses	Locks	Bridges	Canal reaches	Water control	Wharves, piers, etc.	Land plant	Floating plant	Stores suspense account	Totals		
										Staff	Repairs	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	Canal total	
QUEBEC CANALS SYSTEM—	31,575	54										
Head Office.....							31,575	54				31,575
Carillon and Grenville Canal.....	11,519	99	24,980	94	15,837	87	6,370	99	1,696	58	30,012	45
Chambly Canal.....	12,986	14	26,034	82	3,635	05	12,281	79	132	19	36,923	78
St. Anne's Lock.....	3,871	76	5,323	43	1,310	08	587	87	620	15	3,302	31
St. Ours Lock.....	1,889	60	2,009	92	7	56	1,670	87	49	61	3,081	59
Soulanges Canal.....	14,712	14	49,221	14	150	83	21,490	06	2,096	53	62,383	46
Lachine Canal.....	52,153	92	144,195	56	576	78	49,764	85	594	38	178,559	37
Dredge vessels.....	5,692	85	80,439	45	9,907	81	69	06	1,963	59	14,577	73
Hungry Bay Dyke—St. Barbe repairs.....	7,935	55									7,935	55
ONTARIO-ST. LAWRENCE SYSTEM—												
Head Office.....	31,194	40										
Cornwall Canal.....	45,075	96	69,802	02	13,040	58	10,084	64			7,816	25
Williamsburg Canal.....	13,860	10	44,598	38	7,085	11	3,461	29	8,974	81	45,092	23
St. Peters Canal.....	1,981	81	3,419	78	1,899	22	241	48			24,522	40
Rideau Canal.....	23,123	30	66,316	04	11,389	45	4,820	05			3,424	18
Murray Canal.....	2,842	01			988	09	4,820	05	3,041	97	49,832	35
Trent Canal.....	62,939	99	61,881	32	1,555	34	164	04			15,618	62
Welland Canal.....	32,747	84	373	00	13,131	62	6,104	95	1,050	09	48,842	47
Welland Ship Canal.....	160,080	81	233,192	68	5,401	19	7,880	50			17,254	00
Sault Ste. Marie Canal.....	14,620	91	23,843	33	7,978	63	73,902	74	16,285	19	280,143	82
Port Colborne Elevator.....					77	24	12,679	87			35,016	04
Prescott Elevator.....							90,001	46	1,329	56	63,892	79
Churchill Elevator.....							83,547	69	3,171	31	24,769	11
Totals.....	530,804	62	755,192	36	286,739	19	470,004	00	34,875	57	1,397,976	68
					60,908	96					903,022	20
												2,300,998
												88

STATEMENT No. 7—DISTRIBUTION OF CANALS REVENUE RECEIVED, FISCAL YEAR 1933-34

	Hydraulic rents	Land rents	Trans- mission rents	House rents	Elevator fees	Miscel- laneous	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
WELLAND CANAL SYSTEM—							
Welland Canal.....	30,839 69	4,287 27	1,759 22	1,066 00		423 84	38,376 02
Welland Ship Canal.....	43,949 19	14,341 17	2,539 41	664 00		105,598 74	167,092 51
St. LAWRENCE CANALS—							
Lachine Canal.....	36,459 00	215,553 21	3,571 50	445 00		12,996 45	269,025 16
Beauharnois Canal.....	95,463 56	7,185 31	22 00				102,670 87
Soulanges Canal.....	3,000 00	248 40	558 99	276 00			4,083 39
Cornwall Canal.....	42,241 08	1,224 50	228 52	192 00		457 92	44,344 02
Williamsburg Canal.....	1,509 62	1,145 33	74 00	312 00		231 98	3,272 93
CHAMBLY CANAL.....	20 00	264 50	201 40	642 00		80 10	1,208 00
OTTAWA RIVER CANALS—							
Carillon and Grenville Can- als.....	1,000 00	280 45	67 78	245 00		6 90	1,600 13
Chats Falls Canal.....		1 00					1 00
St. Anne's Lock.....		333 00	86 00	60 00			479 00
Rideau Canal.....	1,033 50	6,378 77	793 50	2,130 00		176 00	10,511 77
St. Peters Canal.....		52 12	20 00	96 00			168 12
Murray Canal.....		17 00	37 00	220 00			274 00
Trent Canal.....	1,206 00	1,394 04	844 00	2,807 13		76 39	6,327 56
Sault Ste. Marie Canal.....	50 00	51 00	20 00	96 00			217 00
Port Colborne Elevator.....					153,795 25		153,795 25
Prescott Elevator.....					58,262 51		58,262 51
Churchill Elevator.....					15,756 41		15,756 41
Sundries.....		164 00					164 00
Totals.....	256,771 64	252,921 07	10,823 32	9,251 13	227,814 17	120,048 32	877,629 65

STATEMENT NO. 8—RAILWAY GRADE CROSSING FUND EXPENDITURE, FISCAL YEAR 1933-34

Payments to	Total Expenditure Fiscal Year 1933-34
	\$ cts.
Expenditure from Railway Grade Crossing Fund, Chapter 170 (Section 262, Revised 1927)	
Canadian National Railways.....	40,538 93
Canadian Pacific Railway Co.....	87,513 28
Dominion Atlantic Railway Co.....	171 01
Toronto Terminals Railway Co.....	7,830 00
Michigan Central Railway Co.....	540 17
Department of Highways:—	
(1) Nova Scotia.....	23,267 97
(2) Ontario.....	69,592 29
Department of Public Works:—	
(1) Alberta.....	2,778 59
(2) Manitoba.....	1,044 77
Department of Roads—Quebec.....	32,152 34
Department of Northern Development.....	26,122 98
City of Oshawa.....	1,065 76
City of Shawinigan.....	12,620 01
Good Roads Board, Manitoba.....	4,836 74
	310,074 84
Expenditure from grant of \$500,000, out of funds provided for Unemployment Relief, 1930 (Railway Grade Crossing Fund)	
Canadian National Railways.....	1,664 37
Pere Marquette Railway Co.....	2,104 27
Grand River Railway Co.....	560 00
Good Roads Board, Manitoba.....	630 28
	4,958 92
Expenditure from grant of \$500,000 out of funds provided for Unemployment Relief, 1931 (Railway Grade Crossing Fund)—	
City of New Westminster.....	9,331 63

See Appendix No. 13 for total expenditure to date.

APPENDICES

REPORT OF THE REPRESENTATIVE OF THE TREASURY

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, 1934—

Canadian Government Railways—

Schedule (part) "G".....	\$	389,863,247 66
Schedule (part) "E".....		15,748,921 60
Total Canadian Government Railways.....	\$	405,612,169 26

Canadian National Railways—

Schedule "L".....	\$	655,527,455 83
Less: Purchase of Canadian Northern Stock.....		10,000,000 00
Schedule (part) "E".....		645,527,455 83
		17,305,439 43
	\$	662,832,895 26
Total per Public Accounts.....	\$	1,068,445,064 52

2. CANADIAN NATIONAL RAILWAYS BALANCE SHEET AT DECEMBER 31, 1933—

Dominion of Canada Account—

Canadian Government Railways Appropriation Account.....	404,378,682 25
Canadian National Railways Loans.....	661,832,895 26
Interest on Loans accrued but unpaid.....	424,338,109 08
	\$ 1,490,549,686 59
Difference.....	\$ 422,104,622 07

as follows (i.e. items unadjusted in Public Accounts or accruing between January 1 and March 31, 1934 in Public Accounts):—

Canadian Government Railways—

Current differences which will adjust automatically.....	\$	60 00
--	----	-------

Canadian National Railway Company—

Miscellaneous Investment and Working Capital amounts written off..	578,177 05
--	------------

Expenditures by Canadian National—

For Hudson Bay Railway Capital.....	457,526 76
For Hudson Bay Railway Deficits.....	202,843 20
Unpaid Interest.....	424,338,109 08

Loans during January-March 1934—

On 1934 Account.....	1,000,000 00
	\$ 422,104,622 07

APPENDIX No. 2.—Reconciliation—Public Accounts with Canadian Government Merchant Marine Limited, balance sheet at December 31, 1933, in respect of Investment in Canadian Government Merchant Marine Limited.

	Original Investment	Recovered through sales and insurance	Net cost to Dominion
	\$ cts.	\$ cts.	\$ cts.
1. PUBLIC ACCOUNTS AT MARCH 31, 1934—			
(Original investment, 66 vessels)			
Schedule "H" (part) Government shipbuilding programme.....	58,455,596 74	3,703,922 28	54,751,674 46
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	3,996,411 60	75,665,510 18
Loans from Dominion during operation.....			10,402,910 05
Net cost to Dominion at March 31, 1934.....			86,068,420 23
2. CANADIAN GOVERNMENT MERCHANT MARINE LTD. BALANCE SHEET, DECEMBER 31, 1933—			
Dominion of Canada Account—			
Notes payable secured by mortgages on vessels.....			19,652,473 42
Advances—			
Capital.....	\$ 42,474 23		
Working capital and deficits.....	11,486,637 84		
			11,529,112 07
Interest accrued unpaid.....			19,799,187 17
Total liabilities to Dominion.....			\$ 50,980,772 66
Difference between Public Accounts and C.G.M.M.....			\$ 35,087,647 57
Difference between Public Accounts and C.G.M.M. as follows:—			
<i>Investment Losses—</i>			
Cancellation of mortgages on 55 vessels disposed of.....	\$ 59,869,458 90		
Less—Cash from sales and insurance.....	3,996,411 60		
	\$ 55,873,047 30		
Other construction costs not included in C.G.M.M. accounts....	139,989 46		
			\$ 56,013,036 76
<i>Loans during operation—</i>			
Refund to Dominion—January to March, 1934.....			1,126,202 08
<i>Interest due Dominion—</i>			
Not in Public Accounts, but accrued in C.G.M.M. Accounts.....			19,799,187 17
Difference.....			\$ 35,087,647 57

APPENDIX No. 3.—Reconciliation—Public Accounts with Canadian National (West Indies) Steamships, Limited, balance sheet at December 31, 1933, in respect of Assistance from Dominion of Canada.

1. PUBLIC ACCOUNTS AT MARCH 31, 1934—		
Schedule "M" (part)—Loans.....	\$	4,950,536 70
2. CANADIAN NATIONAL (WEST INDIES) STEAMSHIPS LTD. BALANCE SHEET AT DECEMBER 31, 1933—		
Notes payable secured by mortgages on vessels.....	\$	933,071 83
Advances—		
Capital.....		457,274 37
Deficits.....		4,006,515 36
Interest accrued unpaid.....		654,786 90
	\$	6,051,648 46
Difference.....	\$	1,101,091 76
Difference as follows:—		
Vessels transferred from Canadian Government Merchant Marine (notes).....	\$	933,071 83
Loans January to March 1934.....		486,766 87
Interest on loans from Dominion accrued unpaid.....		654,786 90
	\$	1,101,091 76

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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, 1933.

	As shown on schedule to the Departmental balance sheet	Unadjusted Accounts		As shown on Canadian Government Railways balance sheet December 31, 1933
		Additions and betterments by C.N.R. April 1, 1923, to December 31, 1933	Adjustments and transfers April 1, 1923, to December 31, 1933	
INTERCOLONIAL RAILWAY SYSTEM—	\$ cts.	\$ cts.	\$ cts.	\$ cts.
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.....	122,635,896 55			
	132,386,624 43	9,629,511 00	508,884 46	141,507,250 97
New Brunswick and Prince Edward Island Railway.....	925,266 60	735,516 11		1,660,782 71
Prince Edward Island Railway.....	16,542,210 03	757,901 32	2,181,003 64	15,119,107 71
International Railway of New Brunswick.....	2,963,021 87	289,931 91		3,252,953 78
National Transcontinental Railway.....	169,259,000 20	7,868,298 64	4,297,841 78	172,829,457 06
Moncton and Buctouche Railway.....	293,067 16	254,199 72	173 08	547,093 80
Salisbury and Albert Railway.....	437,647 60	186,419 74	72,175 92	696,243 26
St. Martins Railway.....	302,045 64	86,989 43	1,736 96	387,298 11
Elgin and Havelock Railway.....	135,029 12	62,917 58	6,068 39	204,015 09
York and Carleton Railway.....	59,749 15	3,729 91	1,233 75	64,712 81
Quebec and Saguenay Railway.....	7,772,911 03	154,881 68	2,080 31	7,925,712 40
Caracut and Gulf Shore Railway.....	711,767 38	374,478 96	92,469 67	1,178,716 01
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.....	35,900,439 75	4,148,674 77	2,241,277 89	29,510,487 09
Quebec Bridge.....	21,706,664 49			21,706,664 49
Miscellaneous.....	148 09	148 09		
Balance due on Moncton and Buctouche 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.....		2,366 29	2,179,608 64	2,181,974 93
Other floating equipment.....		2,219 47	1,407,607 59	1,409,827 06
Motor trucks.....			6,724 96	6,724 96
Improvements on leased railway property.....		9,499 53	1,306,078 04	1,315,577 57
Miscellaneous physical property.....		3,547,131 58	1,093,347 42	4,640,479 00
Investment in affiliated companies.....			1,441,086 01	1,441,086 01
	389,863,247 66	23,773,114 51	1,526,176 99	412,110,186 18

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

Year	Number of vessels	Operating results	
		\$	cts.
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
“ 31, 1933.....	11	17,938	53 deficit

PROFIT AND LOSS—DECEMBER 31, 1933—

1919 and 1920 surplus.....	Cr. \$	2,350,292	93
Surplus paid government covering interest on investment.....		1,012,773	96
Surplus retained by company.....	Cr. \$	1,337,518	97
1921 to 1933 deficits (inclusive).....		13,599,574	44
Add additions and betterments—Written off vessels sold.....		82,618	08
Net cash deficit.....	\$	12,344,673	55
Add depreciation accrued.....		10,045,653	74
Add interest due government accrued.....		19,799,187	17
Deduct—Application of insurance reserve to reduce loans from Dominion of Canada.....	Cr.	2,000,000	00
Total.....	\$	40,189,514	46

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

Year	Number of vessels	Operating results (including interest due public)	
		\$	cts.
December 31, 1929.....	12	862,269	91 deficit
“ 1930.....	12	992,730	62 deficit
“ 1931.....	12	916,568	53 deficit
“ 1932.....	11	753,715	97 deficit
“ 1933.....	11	967,997	30 deficit

PROFIT AND LOSS—DECEMBER 31, 1933—

Cash deficit.....	\$	4,493,282	33
Depreciation on vessels.....		1,431,237	67
Interest due government.....		654,786	90
Amortization of discount.....		11,862	05
Total.....	\$	6,591,168	95

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

Fiscal Year	West Indies	Merchant Marine	
		\$	cts.
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.....		4,790	79
1927-28.....		1,000,000	00
Refund.....		163	37
1928-29.....		758,000	00
Supp. in 1929-30.....		750,000	00
1929-30.....	862,389	878,907	21
1930-31.....	992,730	834,210	89
1931-32.....	*916,448	444,285	53
Transfer of vessels.....	457,274	457,274	37
1932-33.....	753,715	326,613	14
Refund.....		2,624,280	73
1933-34.....	967,997	17,938	53
Refund (General).....		1,000,000	00
Total—March 31, 1934.....	4,950,556	10,402,910	05

*Including Supplementary Appropriation 1932-33.

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

Fiscal Year	Capital expenditure		Income expenditure		Revenue		Total expenditure	Revenue received
	\$	cts.	\$	cts.	Staff	Repairs		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1904-05.....	19,325	40					19,325	40
1905-06.....	102,974	42					102,974	42
1906-07.....	24,063	96					24,063	96
1907-08.....	1,115,345	35					1,115,345	35
1908-09.....	89,669	87			1,634	53	91,304	40
1909-10.....	44,315	39			22,792	19	68,833	12
1910-11.....	37,097	48			15,177	89	54,616	34
1911-12.....	5,782	46			19,580	46	29,589	17
1912-13.....	A 89,586	98			26,053	85	120,200	81
1913-14.....	A 192,346	90			40,024	56	239,889	03
1914-15.....	A 104,950	21			63,701	77	182,819	10
1915-16.....	A 20,747	54			78,716	50	117,973	98
1916-17.....					81,489	19	96,815	14
1917-18.....					85,473	94	98,654	74
1918-19.....					61,501	26	73,205	38
1919-20.....			C 349,905	01	45,338	74	420,325	11
1920-21.....			C 449,832	45	48,317	06	512,139	96
1921-22.....	7,000	00			140,772	98	167,495	63
1922-23.....					106,824	52	133,012	81
1923-24.....	B 76,414	96			138,399	78	259,240	84
1924-25.....	B 426,596	74			138,493	05	627,142	86
1925-26.....			7,060	70	129,487	11	205,725	67
1926-27.....			20,612	78	153,351	59	246,006	65
1927-28.....			11,525	60	195,408	48	283,184	24
1928-29.....			23,563	95	206,718	81	300,007	18
1929-30.....			21,379	86	127,840	54	220,709	85
1930-31.....			18,873	52	137,999	93	212,651	42
1931-32.....			19,461	82	114,179	98	184,829	77
1932-33.....			1,179	73	83,810	77	124,774	93
1933-34.....					63,892	79	88,661	90
	2,356,217	66	923,395	42	2,326,982	27	814,923	81
							6,421,519	16
							6,106,427	87

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.
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	3,142,690	59
1931-32	49,921	29		53,507	54	43,981	147,410	29
1932-33				52,879	51	25,187	78,066	86
1933-34				63,148	95	24,570	87,719	00
	4,715,325	43		194,250	98	111,954	5,021,530	89
								133,378
								75

Capital Expenditures made by Department of Public Works.

APPENDIX No. 10.—Hudson Bay Railway—Expenditure to March 31, 1934

Year	Capital		Deficits during operations		Total cost	
	Schedule "G" Public Accounts	Schedule "L" Public Accounts	Amounts chargeable to appropriations under collection of Revenue	Schedule "L"		
	\$	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			247,153	67
1921				*51,585	17	195,568
1922	61,563	43		*22,484	42	22,484
1923	13,824	94		*49,397	98	110,961
1924	183,250	35	27,104	38	111,924	37
1925	53,848	38	296,439	06	51,567	80
1926			13,983	32	39,351	03
1927	2,808,549	31				2,808,549
1928	2,674,224	57				2,674,224
1929	3,389,084	88				3,389,084
1930	5,357,692	75				5,357,692
1931	1,557,298	81				1,557,298
1932	920,499	80				920,499
1933	505,496	66				505,496
1934	\$ 397,488	24				
Less refunds to previous years expenditure	7,071	64				
	390,386	60				390,386
	32,090,576	61	457,526	76	149,760	84
					202,843	20
						32,900,707
						41

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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DEPARTMENT OF RAILWAYS AND CANALS

Port Nelson and Fort Churchill Terminals—Expenditure to March 31, 1934

	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.....			1,129,898 42	87,497 43
1934.....	\$ 356,735 49			
Less refunds to previous year's expenditure.....	\$ 191,717 02			
			165,018 47	83,819 80
	6,240,200 86	34,017 02	12,900,635 49	171,719 60

Hudson Bay Railway and Terminals—Summary of Expenditure to March 31, 1934

	Chargeable to Capital	Chargeable to Revenue Appropriations	Total
	\$ cts.	\$ cts.	\$ cts.
1. Railway.....	32,090,576 61		32,090,576 61
2. Port Nelson Terminals.....	6,240,200 86	34,017 02	6,274,217 88
3. Churchill Terminals.....	12,900,635 49	171,719 60	13,072,355 09
Total.....	51,231,412 96	205,736 62	51,437,149 58

APPENDIX No. 11.—Welland Ship Canal—Amounts Expended on Construction to March 31, 1934

	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	3,496,459	13
“ “	1933	3,108,623	39
“ “ Appropriation charges.....		\$ 1,983,192	41
“ “ Exchequer Court Award.....		2,947	56
		\$ 1,986,139	97
Less refunds to previous year's expenditures.....		9,546	69
	1934	1,976,593	28
		130,845,850	07

Expenditure as above..... \$ 130,845,850 07

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, 1934..... \$ 131,065,439 80

APPENDIX No. 12.—Prince Edward Island Car Ferry and Terminals—Expenditure to March 31, 1934

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
1933-34.....			
	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, 1934

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	13
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	105,302	14	422,889	76
1933-34.....	310,074	84	14,290	55	324,365	39
	4,925,138	97	455,456	57	5,380,595	54
Statutory authorization from April 1, 1909, to March 31, 1934, 25 years at \$200,000 per annum.....	5,000,000	00			5,000,000	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.....	5,000,000	00	1,000,000	00	6,000,000	00
Expenditure April 1, 1909, to Mar. 31, 1934.....	4,925,138	97	455,456	57	5,380,595	54
Unexpended balance at March 31, 1934.....	74,861	03	544,543	43	619,404	46

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APPENDIX No. 14.—Statement Showing Payments under the Maritime Freight Rates Act by Fiscal Years to March 31, 1934, and Contact with the Railway Companies' Accounts as at December 31, 1933

	1927-28		1928-29		1929-30		1930-31		1931-32		1932-33		1933-34		Total	
	\$	cts.	\$	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	2,097	90	40,776	13
Canada and Gulf Terminal Railway...	890	39	3,237	85	3,412	32									21,839	79
Canadian Pacific Railway, including Fredericton and Grand Lake Coal and Railway Company and New Brunswick Coal and Railway Com- pany.....	130,982	64	261,051	34	258,494	36	285,888	82	233,730	52	182,772	87	190,055	21	1,542,955	76
Cumbernauld Railway and Coal Company	13,897	03	31,507	33	32,064	79	32,542	85	26,499	97	22,341	64	20,470	13	1,179,023	84
Dominion Atlantic Railway.....	86,971	71	180,936	59	197,804	72	241,020	85	188,121	05	122,827	92	182,329	06	1,200,020	90
Maritime Coal, Railway and Power Com- pany.....	10,980	96	21,436	23	20,395	47	20,370	51	19,497	00	19,334	81	17,900	06	129,915	04
Quebec, Oriental Railway Company.....	4,905	52	12,370	03	5,143	29									22,418	84
Sydney and Louisburg Railway Company	160,408	00	277,632	24	257,914	02	242,328	44	177,125	42	148,565	36	183,052	32	1,435,025	80
Temiscouata Railway Company.....	12,964	11	16,705	85	29,134	21	32,068	80	21,086	37	12,757	89	15,225	23	139,952	46
<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	506,233	47	611,129	91	4,711,928	56
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	1,378,000	00	12,574,200	73
<i>Canadian National Railways—</i>																
Eastern Lines Deficits (other than occur- ring from Reduction in tolls.....	1,353,464	45	2,788,893	16	3,092,677	16	3,615,218	07	2,554,673	20	1,922,073	34	1,989,129	91	17,286,129	29
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	6,691,569	36	39,597,353	14
<i>Reconciliation of Appropriations for Eastern Lines Deficits with Calendar Year Require- ments—</i>																
Appropriations as above.....	2,117,936	42	4,418,644	50	4,308,357	01	6,712,238	79	6,631,856	00	8,716,751	06	6,691,569	36	39,597,353	14
Adjustments.....			218,287	89	458,860	21	235,572	28	2,080,906	30	2,080,906	30				
Calendar years requirements (as per Canadian National Railways annual reports) (Eastern Lines).....	2,117,936	42	4,200,356	51	4,762,217	22	6,476,666	87	8,712,762	30	6,635,844	76	6,691,569	36	39,597,353	14

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

APPENDIX No. 15.—Statement of Security Deposits held, Drawbacks Retained, and Estimated Balance of Contractual Commitments for work to be performed and/or Materials to be delivered after March 31, 1934.

	Number of contracts	Security deposits held as at March 31, 1934		Drawbacks retained as at March 31, 1934		Estimated balance of contractual commitments for work to be performed and/or materials to be delivered after March 31, 1934	
		\$	cts.	\$	cts.	\$	cts.
CAPITAL—							
<i>Canals—</i>							
Welland Ship Canal.....	6	69,370	00	54,857	19	93,012	35
Cement Co's. (Dominion Canals).....	3	5,661	20				
CONSOLIDATED REVENUE FUND—							
<i>Canals—</i>							
Cornwall Canal.....	1	100,000	00				
Lachine Canal.....	2	20,500	00	4,101	89	22,101	89
Trent Canal.....	1	9,000	00	9	78	7,546	32
	13	204,531	20	58,968	86	122,660	56

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

STATEMENT OF EXPENDITURES BY FISCAL YEARS

Fiscal year	Expenditure			Disbursements under Act					
	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	
1920-1921..							40,284	72	
1921-1922..									
1922-1923..	225,524	34	3,470	15	228,994	49	202,806	97	
1923-1924..	242,044	72	3,023	40	245,068	12	230,862	77	
1924-1925..	266,889	52	1,487	14	268,376	66	251,657	94	
1925-1926..	360,063	71	1,399	85	361,463	56	322,380	33	
1926-1927..	331,141	57	395	29	331,536	86	316,721	47	
1927-1928..	378,387	36	558	52	378,945	88	351,312	18	
1928-1929..	402,251	81	1,008	30	403,260	11	381,081	55	
1929-1930..	452,626	11	757	66	453,383	77	429,098	19	
1930-1931..	436,501	01	1,005	24	437,506	25	374,879	63	
1931-1932..	185,546	32	1,157	25	186,703	57	182,924	69	
1932-1933..	202,032	95	894	30	202,927	25	186,857	23	
1933-1934..	184,138	81	1,735	10	185,873	91	172,874	73	
	4,227,894	25	19,483	02	4,247,377	27	3,860,727	96	
							297,259	40	
							19,483	02	
							4,177,470	38	
								69,906	89

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

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				Disburse- ments
	Compensa- tion and medical aid	Medical aid only	Pensions	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1918-1919.....					457,270 28
1919-1920.....					
1920-1921.....					
1921-1922.....					
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	429,088 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.....	616	938	237	1,791	186,857 23
1933-1934.....	487	809	243	1,539	172,874 73
					3,860,727 96

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

ESTIMATED LIABILITY AS AT MARCH 31, 1934, ON ACCOUNT OF PENSION AWARDS IN
CONNECTION WITH PERMANENT DISABILITY AND DEATH CLAIMS, COMPUTED
UPON THE BASIS OF THE TABLES USED BY THE WORKMEN'S COMPENSATION
BOARD OF ONTARIO

Province	Permanent disability		Death		Total	
	Number of claims	Estimated liability	Number of claims	Estimated liability	Number of claims	Estimated liability
		\$ cts.		\$ cts.		\$ cts.
Nova Scotia.....	11	15,680 17	9	35,078 13	20	50,758 30
New Brunswick.....	4	2,394 66	4	15,517 74	8	17,912 34
Quebec.....	10	19,555 99	8	25,136 58	18	44,692 57
Ontario.....	39	106,267 64	46	245,707 35	85	351,974 99
Manitoba.....	12	44,824 31	6	19,534 40	18	64,358 71
Saskatchewan.....	1	800 82	1	6,492 22	2	7,293 04
Alberta.....	10	24,949 20	8	46,679 16	18	71,628 36
British Columbia.....	5	7,041 78	17	74,212 47	22	81,254 25
	92	221,514 51	99	468,358 05	191	689,872 56

APPENDIX No. 17.—Eastern Lines

INCOME ACCOUNT

	Year 1933
	\$ cts.
501 Railway operating revenues.....	16,361,513 26
531 Railway operating expenses.....	20,403,713 00
Net revenue from railway operations.....	4,048,199 74

APPENDIX No. 17.—Eastern Lines—Concluded

INCOME ACCOUNT—Concluded

	Amount
	\$ cts.
532 Railway tax accruals.....	295,791 62
533 Uncollectible railway revenues.....	2,866 66
	4,340,668 08
502 Revenues from hotel operations.....	299,486 94
534 Expenses of hotel operations.....	318,892 31
535 Taxes on hotel property.....	13,351 41
Net income or "deficit" from hotel operations.....	30,768 78
	4,371,414 80
508 Joint facility rent income.....	87,066 97
509 Income from lease of road.....	23,300 00
510 Miscellaneous rent income.....	72,650 74
511 Miscellaneous non-transportation property.....	411 35
515 Income from unfunded securities and accounts.....	6,182 84
519 Miscellaneous income.....	2,662 81
	192,274 71
Gross income.....	4,179,140 09
536 Hire of freight cars—Debit balance.....	283,562 05
537 Rent for locomotives.....	104,256 49
538 Rent for passenger-train cars.....	406,323 79
540 Rent for work equipment.....	23,760 65
541 Joint facility rents.....	76,762 43
542 Rent for leased roads.....	2,405 40
543 Miscellaneous rents.....	2,662 00
544 Miscellaneous tax accruals.....	5,659 26
547 Interest on unfunded debt.....	1,102,379 47
551 Miscellaneous income charges.....	7 08
	2,009,778 62
Net income "deficit" before interest.....	6,188,918 71
546 Interest due public on long term debt.....	355,465 23
	6,544,383 94

Account 501 includes contribution by the Dominion under Maritime Freight Rates Act for reduction in tolls \$1,378,000.

PROFIT AND LOSS ACCOUNT

	\$ cts.
Credits:—	
603 Profit on road and equipment sold.....	463 80
605 Unrefundable overcharges.....	172 92
606 Donations.....	7,068 87
607 Miscellaneous credits.....	226 23
Total credits.....	7,931 82
Debits:—	
619 Loss on retired road and equipment.....	126,097 31
621 Miscellaneous debits.....	29,019 93
Total debits.....	155,117 24
Net profit and loss items debit.....	147,185 48
Balance transferred from income debit.....	6,544,383 94
Cash deficit.....	6,691,669 38

NOTE.—The statements of profit and loss and income do not include interest on Government loans, the accrual of which for the year 1933 was \$626,413.21.

This statement certified by Messrs. George A. Touche & Co., chartered accountants, and auditors, for the Government, of the accounts of the Canadian National Railway Company.

CANADIAN GOVERNMENT RAILWAYS

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

BALANCE SHEET AS AT DECEMBER 31, 1933

ASSETS

A/C			
701	<i>Investment in Road and Equipment—</i>		
	Branch line purchases.....	\$	70,000 00
	Investment in road and equipment.....	\$	404,643,043 60
702 <i>Improvements on Leased Railway</i>			
	<i>Property—</i>		
	Lake Superior branch.....	\$	1,237,161 12
	Vale Railway.....		50,193 18
	Van Buren Bridge Company.....		28,223 27
			1,315,577 57
705 <i>Miscellaneous Physical Property—</i>			
	Minaki Inn.....	1,088,034 42	
	Malagash spur.....	29,290 75	
	Halifax ocean terminal hotel.....	2,440,442 68	
	Charlottetown hotel.....	854,105 44	
	Murray River property.....	7,540 04	
	Abandoned right of way.....	21,721 11	
	Pictou Lodge.....	199,344 56	
			4,640,479 00
			410,599,100 17
			\$ 410,669,100 17
706D <i>Investments in Affiliated Companies—</i>			
	Canadian National Telegraphs.....		
			1,441,066 01
	<i>Canadian National Railways—</i>		
	Advances account working capital.....	\$	16,771,980 54
	Advances account surplus.....		23,731,726 31
	Advances account capital expenditures.....		24,453,484 47
			16,070,222 38
			\$ 428,180,408 56

LIABILITIES

<i>Dominion of Canada Account—</i>			
	Advances for road and equipment.....	\$	387,606,701 71
	Advances for working capital.....		16,771,980 54
			404,378,682 25
770	<i>Branch Line purchase</i>		70,000 00
784	<i>Profit and Loss—Balance</i>		23,731,726 31
			\$ 428,180,408 56

This balance sheet, the statements of profit and loss accounts, Income Account, Capital Account and Statement of Averages are certified correct by J. B. McLaren, Comptroller, Canadian National Railways.

CANADIAN GOVERNMENT RAILWAYS PROFIT AND LOSS ACCOUNTS YEAR ENDED
DECEMBER 31, 1933

	Canadian Government Railways included in Eastern Lines		Canadian Government Railways (exclusive of Eastern Lines)		Total	
	\$	cts.	\$	cts.	\$	cts.
CREDITS—						
602 Balance transferred from income.....	4,249,904	37	1,665,007	16	2,584,897	21
603 Profit on road and equipment sold.....		52 39				52 39
605 Unrefundable overcharges.....		201 77		5 11		198 66
606 Donations.....		7,068 94				7,068 94
607 Miscellaneous credits.....		226 23		16,586 79		16,813 02
	4,242,355	04	1,681,590	84	2,560,764	20
DEBITS—						
619 Loss on retired road and equipment.....		56,205 83		64,139 70	120,345	53
621 Miscellaneous debits.....				725 00		725 00
		56,205 83		64,864 70		121,070 53
Profit and loss balance for year 1933 of Canadian Government Railways including Eastern Lines...	4,298,560	87	1,616,726	14	2,681,834	73
Deduct—						
Eastern Lines' deficit paid by Dominion Government.....	4,298,560	87			4,298,560	87
Applied in account with Dominion Government by Canadian National Railways:—						
Cash surplus (for other than Eastern Lines):—						
Year 1932.....				1,406,730 83	1,406,730	83
Year 1933.....				1,673,115 10	1,673,115	10
Net change in profit and loss balance for year.....				1,463,119 79	1,463,119	79

DETAIL OF PROFIT AND LOSS ACCOUNTS YEAR TO DECEMBER 31, 1933

CREDITS

Account 603 "Profit on Road and Equipment Sold"—		
Minor items.....		\$ 52 39
Account 605 "Unrefundable Overcharges"—		
Minor items.....		\$ 198 66
Account 606 "Donations"—		
Halifax Meal Mills Ltd.—Siding Bedford S/D.....		\$ 1,202 02
Various items under \$500.00.....		5,866 92
		\$ 7,068 94
Account 607 "Miscellaneous Credits—		
Writing off unclaimed wages and cheques.....		\$ 353 02
Profit on purchase of \$138,000 4½% N.T.R. branch lines bonds through Sinking Fund.....		16,460 00
		\$ 16,813 02

DEBITS

Account 619 "Loss on Retired Road and Equipment"—		
Retirement of various inactive properties.....		\$ 25,337 35
“ car shops, Mission.....		1,555 68
“ tank, pumphouse and pipe line, Ellis.....		8,988 00
“ spur, Twin Allan Lumber Co., Allanwater S/D.....		5,218 66
“ pumphouse destroyed by fire, Ameson, Pagwa S/D.....		1,055 77
“ tube cleaning machine, St. Malo shops.....		9,394 72
“ boiler, St. Rosalie Jet. roundhouse.....		1,368 15
“ tie spur, Jacksonboro, Kapuskasing S/D.....		6,378 09
“ siding, Springhill S/D.....		1,354 19
“ right-of-way, Petit Rocher wharf branch, Bathurst, N.B.....		1,324 09
“ right-of-way, Alberton.....		11,510 96
“ siding, Glendyne S/D.....		1,022 11
“ miscellaneous office equipment.....		1,205 00
“ outstandings on Buctouche, Hopewell and West River ballast pits.....		13,243 02
“ siding, Nashwaak S/D.....		1,061 28
“ diamond crossing, Bedford S/D.....		2,058 32
“ land and buildings, Bedford S/D.....		8,568 97
Adjustment of salvage on P.E.I. locomotives retired 1930.....		3,175 51
Various items under \$1,000.....		16,525 66
		\$ 120,345 53
Account 621 "Miscellaneous Debits"—		
Retirement of mangle, Minaki Lodge.....		\$ 725 00

INCOME STATEMENT—YEAR ENDED DECEMBER 31, 1933

		Canadian Government Railways included in Eastern Lines	Canadian Government Railways included in System (exclusive of Eastern Lines)	Total
		\$ cts.	\$ cts.	\$ cts.
I. OPERATING INCOME—				
501	Railway operating revenues.....	14,715,396 29	12,205,699 40	26,921,095 69
531	Railway operating expenses.....	17,557,197 08	9,686,568 81	827,243,765 89
	Net revenue from railway operations.....	2,841,800 79	2,519,130 59	322,670 20
532	Railway tax accruals.....	243,288 34	51,668 17	294,956 51
533	Uncollectible railway revenues.....	1,401 50	2,137 54	3,539 04
	Railway operating income.....	3,086,490 63	2,465,324 88	621,165 75
502	Revenues from miscellaneous operations.....	299,486 94	884 77	300,371 71
534	Expenses of miscellaneous operations.....	316,892 31	2,746 07	319,638 38
	Net revenue from miscellaneous operations.....	17,405 37	1,861 30	19,266 67
535	Taxes on miscellaneous operating property.....	13,351 41		13,351 41
	Miscellaneous operating income.....	30,756 78	1,861 30	32,618 08
	Total operating income.....	3,117,247 41	2,463,463 58	653,783 83
II. NON-OPERATING INCOME—				
504	Rent from locomotives.....		447,949 07	447,949 07
505	Rent from passenger-train cars.....		197,533 26	197,533 26
507	Rent from work equipment.....		90,385 16	90,385 16
508	Joint facility rent income.....	99,289 07	70,730 54	170,019 61
509	Income from lease of road.....	23,300 00		23,300 00
510	Miscellaneous rent income.....	68,399 33	55,751 08	124,150 41
511	Miscellaneous non-operating physical property.....	411 35	23,913 79	24,325 14
515	Income from unfunded securities and accounts.....	6,032 69	693,022 97	699,055 66
516	Income from sinking and other reserve funds.....		17 79	17 79
519	Miscellaneous income.....	603 60	174 61	778 21
	Total non-operating income.....	198,036 04	1,579,478 27	1,777,514 31
	Gross income.....	2,919,211 37	4,042,941 85	1,123,730 48
III. DEDUCTIONS FROM GROSS INCOME—				
536	Hire of freight cars—Debit balance.....	215,587 68	209,980 50	425,568 18
537	Rent for locomotives.....	12,044 67	454,647 82	466,692 49
538	Rent for passenger-train cars.....	358,512 09	441,532 63	800,044 72
540	Rent for work equipment.....	7,870 62	95,563 82	103,434 44
541	Joint facility rents.....	68,718 08	421,574 27	490,292 35
542	Rent for leased roads.....	2,405 40	607,200 00	609,605 40
543	Miscellaneous rents.....	2,662 00	2,138 48	4,800 48
544	Miscellaneous tax accruals.....	5,659 26	3,580 35	9,239 61
546	Interest on funded debt.....		120,192 14	120,192 14
547	Interest on unfunded debt.....	657,232 20	1,766 51	658,998 71
548	Amortization of discount on funded debt.....		16,694 31	16,694 31
551	Miscellaneous income charges.....	1 00	3,063 86	3,064 86
	Total deductions from gross income.....	1,330,693 00	2,377,934 69	3,708,627 69
	Net income (or loss) carried to profit and loss.....	4,249,904 37	1,665,007 16	2,584,897 21

CANADIAN GOVERNMENT RAILWAYS

CAPITAL ACCOUNT AT DECEMBER 31, 1933

ACCOUNT 701 "INVESTMENT IN ROAD AND EQUIPMENT"

Road, etc.	Total as at December 31, 1932		Added during 1933		Total as at December 31, 1933	
	\$	cts.	\$	cts.	\$	cts.
Branch line purchases—Moncton and Buctouche Railway.....	70,000	00			70,000	00
Intercolonial Railway.....	141,538	269 04	31,018	07	141,507	259 97
Prince Edward Island Railway.....	15,557	751 96	438,644	25	15,119	107 71
New Brunswick and Prince Edward Island Railway..	1,650	846 05	9,936	66	1,660	782 71
International Railway.....	3,251	644 67	1,309	11	3,252	953 78
National Transcontinental Railway.....	173,252	834 53	433,377	52	172,829	457 06
Moncton and Buctouche Railway.....	546	772 61	321	19	547	093 80
Salisbury and Albert Railway.....	682	825 14	13,418	12	696	243 26
St. Martins Railway.....	385	160 45	2,137	66	387	298 11
Elgin and Havelock Railway.....	203	929 40	85	69	204	015 09
York and Carlton Railway.....	64	712 81			64	712 81
Quebec and Saguenay Railway.....	7,925	760 79	48	39	7,925	712 40
Caraquet and Gulf Shore Railway.....	1,176	326 68	2,389	33	1,178	716 01
Lotbiniere and Megantic.....	186	336 16			186	336 16
Cape Breton Railway.....	139	817 65			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
Equipment:—						
Railway rolling stock at December 31, 1932.....	\$67,311	962 95				
Deduct value included in other con- stituent companies above.....	37,316	723 09				
	29,996	239 86	485,752	77	29,510	487 09
SS. Charlottetown.....	2,179	608 64	2,366	29	2,181	974 93
Other floating equipment.....	1,407	607 59	2,219	47	1,409	827 06
Motor trucks.....	6	724 96			6	724 96
	405,987	701 08	1,344,657	48	404,643	043 60
Capital suspense.....	551	345 57	551	345 57		

ACCOUNT 702 "IMPROVEMENTS ON LEASED RAILWAY PROPERTY"

Lake Superior Branch.....	1,236,898	22	262	90	1,237,161	12
Vale Railway.....	48,854	62	1,338	56	50,193	18
Van Buren Bridge.....	28,223	27			28,223	27
	1,313,976	11	1,601	46	1,315,577	57

ACCOUNT 705 "MISCELLANEOUS PHYSICAL PROPERTY"

Minaki Lodge.....	1,093,347	42	5,313	00	1,088,034	42
Halifax Ocean Terminal Hotel.....	2,441,106	47	663	79	2,440,442	68
Charlottetown Hotel.....	854,105	44			854,105	44
Pictou Lodge.....	200,171	04	826	48	199,344	56
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
	4,647,282	27	6,803	27	4,640,479	00

DEPARTMENT OF RAILWAYS AND CANALS

STATEMENT OF AVERAGES—YEAR ENDED DECEMBER 31, 1933

Miles of road operated.....	4,377.84
Total engine mileage.....	9,330,496
Total train mileage.....	8,129,495
Total car mileage.....	167,517,346
Gross Earnings—	
Freight traffic.....	\$ 20,520,699 46
Passenger traffic.....	3,785,331 55
Mail and express.....	1,445,275 54
Miscellaneous (Accts. 103, 104, 105, 108 to 112).....	593,198 84
Incidental.....	576,590 30
Total.....	\$ 26,921,095 69
Operating expenses.....	\$ 27,243,765 89
Ratio of Expenses to Gross Earnings.....	101.20%
Earnings per mile of road operated.....	\$ 6,149 40
Earnings per engine mile.....	2 89
Earnings per train mile.....	3 31
Earnings per car mile.....	0 16
Expenses per mile of road operated.....	6,223 11
Expenses per train mile.....	3 35
Repairs of locomotives.....	1,804,068 84
Repairs of freight cars.....	1,413,893 17
Repairs of passenger cars.....	816,084 33
Cost of repairs per locomotive.....	3,449 46
Cost of repairs per freight car.....	77 12
Cost of repairs per passenger car.....	1,505 69

CANADIAN GOVERNMENT RAILWAYS

LOCOMOTIVE AND CAR EQUIPMENT AS AT DECEMBER 31, 1933

	On hand Jan. 1, 1933	Added during year	Retired during year	On hand Dec. 31, 1933
Locomotives.....	527		4	523
Freight Equipment—				
Box.....	12,320	68	170	12,218
Automobile.....	493		68	425
Stock.....	2,057	2	69	1,990
Poultry.....	2			2
Refrigerator.....	237		19	218
Eastman heater.....	185			185
Potato.....	61		1	60
Flat.....	1,125		54	1,071
Ballast.....	791		58	733
Coal and coke.....	950		10	940
Pulpwood.....	129		9	120
Oil tank.....	60			60
Caboose.....	319		8	311
Total.....	18,729	70	466	18,333
Passenger Equipment—				
Parlor.....	2			2
Cafe coach.....	2			2
Buffet parlor.....	3			3
Mountain observation.....	6			6
Combined cafe parlor sleeper.....	1			1
Buffet sleeper.....	6			6
Dining.....	15			15
Sleeper.....	46			46
Colonist.....	35			35
First class.....	131		1	130
Second class.....	36			36
Passenger and baggage.....	78		1	77
Mail and express or baggage.....	13			13
Baggage or express.....	78		1	77
Box baggage.....	21			21
Postal.....	10			10

LOCOMOTIVE AND CAR EQUIPMENT AS AT DECEMBER 31, 1933—*Concluded*

	On hand Jan. 1, 1933	Added during year	Retired during year	On hand Dec. 31, 1933
<i>Passenger Equipment—Concluded</i>				
Refrigerator express.....	15			15
Milk.....	4			4
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
Combined lunch counter and diner.....	1			1
Self propelled units.....	3			3
Total.....	545		3	542
<i>Work Equipment—</i>				
Business.....	22		2	20
Instructions.....	5			5
Vision test.....	2			2
Stores supply.....	7			7
Dynamometer.....	1	1		2
Lidgerwood.....	11			11
Gas.....	8	1	1	8
Cranes and derricks.....	47		1	46
Flangers.....	108		1	107
Ditchers.....	10			10
Ballast spreaders and trimmers.....	9			9
Pile driver.....	3			3
Steam shovel.....	14			14
Boarding.....	1,127	4	47	1,084
Engineer.....	4			4
Store.....	3	1		4
Auxiliary.....	141	3	3	141
Cabin and idler.....	27	2		29
Cinder.....	26	13	6	33
Road repair.....	10		1	9
Air dump.....	37			37
Transfer flats.....	7			7
Water tank.....	11	1	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	1		12
Rail saw.....	1			1
Dump.....	16			16
Bridge tanks.....	1			1
Work flat.....	17	8	4	21
Radio repair car.....	1			1
Manure.....	1			1
Rubbish.....	1			1
Ferry reach.....	1			1
Snow plow.....	82		1	81
Total.....	1,801	35	68	1,768

DEPARTMENT OF RAILWAYS AND CANALS

RELIEF AND INSURANCE ASSOCIATION

STATEMENT OF RECEIPTS AND EXPENDITURES FROM JANUARY 1 TO DECEMBER 13,
1933

SICK AND ACCIDENT FUND

<i>Receipts—</i>			
Credit balance from 1932.....	\$	80,508 19	
Premiums from pay lists, vouchers, etc.....		107,428 55	
Proportion of railways contribution.....		9,750 00	
Interest on bank balances, bonds and stock.....		8,970 12	
Profit from sale and exchange of stock and bonds.....		2,558 71	
Cancelled outstanding cheque.....		6 00	
Accounts collectible suspense.....		11,143 37	
			220,364 94
<i>Expenditures—</i>			
Sick and accident indemnity.....		80,834 03	
Medical and surgical attendance.....		53,690 58	
Amount transferred to operating expenses.....		5,025 71	
			139,550 32
			80,814 62

DEATH AND TOTAL DISABILITY FUND

<i>Receipts—</i>			
Credit balance from 1932.....	\$	93,185 87	
Premiums from pay lists, vouchers, etc.....		79,523 20	
Examination fees.....		42 00	
Accounts collectible suspense.....		7,785 23	
			180,536 30
<i>Expenditures—</i>			
Death claims (137).....		77,000 00	
Total disability claims (4).....		2,500 00	
Examination fees.....		162 00	
Amount transferred to operating expenses.....		2,706 16	
Adj. Cool death claim.....		125 00	
			82,493 16
			98,043 14

TEMPORARY EMPLOYEES' ACCIDENT FUND

<i>Receipts—</i>			
Credit balance from 1932.....		10,000 00	
Premiums from pay lists, vouchers, etc.....		17,729 94	
Accounts collectible suspense.....		2,958 57	
			30,688 51
<i>Expenditures—</i>			
Death claims (2).....		500 00	
Accident indemnity.....		10,834 98	
Surgical indemnity.....		4,785 46	
Amount transferred to operating expenses.....		4,568 07	
			20,688 51
			10,000 00

OPERATING EXPENSES

<i>Receipts—</i>			
Proportion of railways contribution.....		5,250 00	
Premiums from retired members.....		2,152 50	
Amount transferred from S. & A. Fund.....		5,025 71	
Amount transferred from D. & T. D. Fund.....		2,706 16	
Amount transferred from T. E. A. Fund.....		4,568 07	
			19,702 44
<i>Expenditures—</i>			
Salaries, secretary treasurer, clerks and messenger, also proportion of salary regular medical officer and staff..		11,236 26	
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.....		2,758 08	
Stationery, printing, postage, etc.....		1,428 10	
			19,702 44
			Nil
Credit balance as per general balance sheet.....	\$		188,857 76

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, 1933

Balance to the credit of the fund on December 31, 1932.....		Nil
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages were.....	\$ 207,831 81	
The contributions made by the railways (under the Act) were.....	100,000 00	
Special contribution made by the railways to offset deficit, year ending December 31, 1933.....	1,070,340 11	
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 allowances payable under the provisions of the I.C. & P.E.I. Rlys. Employees' Provident Fund, including from January 1st, to December 31st, 1933.....	27,437 38	
Amount received from refunds.....	32 36	
	1,405,650 66	

THE EXPENDITURES WERE.

For retiring allowances.....		1,325,004 61
For allowances made to retired employees receiving less than \$30 per month, to increase the minimum allowance in accordance with Vote No. 473, whereby an amount was placed in the estimates to supplement retiring allowances payable under the provisions of the I.C. & P.E.I. Rlys. Employees' Provident Fund, including from January 1 to December 31, 1933.....	27,437 38	
For contributions refunded in cases of deceased employees.....	21,879 20	
For contributions refunded which were deducted in error.....	491 13	
For contributions refunded to discharged employees.....	16,821 25	
Medical examinations for probationers entering the service.....	2 00	
Medical examinations for employees retiring from the service.....	50 00	
For salaries and travelling expenses, Secretary's Office, and proportion of salary of regular medical officer and staff.....	12,196 40	
For stationery, printing, postage, etc.....	681 12	
For election expenses.....	1,087 57	
	1,405,650 66	
Balance to the credit of the fund on the 31st December, 1933.....		Nil

Certified correct:

C. C. MACDONALD,
Secretary.

W. U. APPLETON,
Chairman.

STATEMENT OF MILEAGE OF CANADIAN GOVERNMENT RAILWAYS
AS AT DECEMBER 31, 1933

	First Main Track	Second Main Track	Yard Tracks and Sidings	Total
Owned Lines—				
Atlantic Region.....	2,209·16	45·85	651·92	2,906·93
Central Region.....	1,443·61	6·56	313·11	1,763·28
Western Region.....	390·13	4·90	138·88	533·91
Leased Lines—				
Atlantic Region.....	(a) 16·36		1·47	17·83
Central Region.....	(b) 47·91		14·75	62·66
Western Region.....	(c) 159·94	0·77	73·38	234·09
Trackage Rights—				
Atlantic Region.....	67·76		79·62	147·38
Central Region.....	(d) 42·97	39·25	13·57	95·79
Western Region.....			21·13	221·13
	4,377·84	97·33	1,307·83	5,783·00

(a) Includes Maple Hill to Lake Verde (9·95 miles 1st main track and 0·45 miles yard tracks and sidings) owned by Canadian National Railway Company.

(b) Includes Taschereau to Noranda (42·83 miles 1st main track and 13·17 miles yard tracks and sidings) owned by the N.T.R. Branch Lines Company.

(c) G.T.P. Lakes Superior Branch.

(d) Includes trackage rights over Canadian National Railway Company's lines as follows:—

	1st Main Track	2nd Main Track
Pointe 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

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1934.

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 1,139 miles of river and lake waters, or a total of 1,215 miles. The minimum depth of water on this route, at normal low water level, is 14 feet. From Montreal to Duluth, at the south-west 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" (1934 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 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.
3. The route from Montreal to Ottawa *via* the Ottawa river, including the Ste. Anne lock and the Carillon and Grenville canals.
4. The route from Ottawa to Kingston *via* the Rideau canal.
5. The route from lake Ontario to Georgian bay *via* the Trent river, including the Murray and Trent canals.
6. The St. Peters canal across the isthmus at the southerly end of Cape Breton island, Nova Scotia, connecting the Bras d'Or lakes with the Atlantic ocean.
7. Miscellaneous works under which are comprised the grain elevators at Port Colborne and Prescott, 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, through traffic returns for 1933 showed an increase of 257,264 tons, being about 4 per cent over the record of the previous year and about 15 per cent over the year 1931. Way traffic on these canals amounted to 4,737 vessels and through traffic to 4,771. The total tonnage of all cargoes was 6,951,064. In all previous records the maximum was for 1928 when the tonnage carried amounted to 8,537,460.

(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 19 and closed December 5. Delays to traffic during the year, with the exception of those due to ice conditions at the close of the season, were for the most part of a minor nature and were in no case due to accident. The replacing of the upper gate on the south side of south lock 2 on June 10-11 occupied a period of 32 hours but delayed only one vessel. On August 7 the replacing of a collar on the upper gate on south side of lock 4 caused a delay in operation of nearly 10 hours and held up six vessels.

The sudden and unusually early closing in of winter resulted in much difficulty being experienced in the maintenance of traffic after November 20. The main ice blockage occurred at Côte St. Paul, at the foot of the long reach, where ice of considerable thickness, which accumulated above the lock, had to be locked down to the next reach. A large force of extra men was employed and two extra tugs were chartered by the department and one by the shipping companies to assist boats in their passage. By these means, notwithstanding the severity of the weather, navigation was maintained until December 5 and all boats presenting themselves safely passed through.

During the past winter, under contract with the Campbell Construction Company, extensive repairs were made to the upper entrances of north and south locks 2. These repairs were necessitated by the development of a leak from the reach above locks 2 which made its appearance through the floor of north lock 2. The reach above the locks was first unwatered by the placing of a cofferdam and sheet piling from north to south sides about 300 feet above the upper lock gates. An examination of the unwatered area then revealed the fact that extensive undermining of the rest pier between the north and south locks had taken place on its north side extending from a point about 90 feet above the upper gates to an equal distance below them. The necessary excavation having been made across the rest pier, a steel sheet piling cut-off was driven across the reach about 100 feet above the upper gates of the two locks with a return in a westerly direction along both north and south canal walls. Concrete aprons 3 feet thick were laid on either side of the rest pier between the cut-off and the breast walls of the two locks. The scoured out portion of the rest pier was filled with concrete and stone screenings, placed under air pressure. The excavated trench through the rest pier was closed by a concrete core wall along the line of sheet piling and back-filled on both sides, the portions of masonry side walls at either end, which had been removed, being replaced in concrete. During the period of unwatering, it was also discovered that a section of the south wall of the reach on either side of the cofferdam and about 200 feet in extent had also become undermined. This was repaired by concrete underpinning, the work being completed and the locks ready for the usual opening of navigation in April.

On the north side of the lower entrance to south lock 1, the old crib wharf was taken down on a length of 172 feet to a level 2 feet below the lower sill of

the lock. It was replaced by a new crib 19 feet high and 22 feet wide up to water level and on this a concrete gravity wall was constructed to the original level of the wharf. The backfilling, which is not fully completed, will be finished during the coming season.

The timber crib wharf along the harbour front between locks 1, about 140 feet in length, was removed to low water and rebuilt in concrete.

In addition to smaller items of bridge maintenance the superstructure of bridge 6 at Côte St. Paul road was sand-blasted and painted and a new floor was laid on Black's bridge.

Underpinning of canal walls was carried out between St. Gabriel basins 3 and 4. The south masonry wall, half a mile west of Côte St. Paul bridge, was renewed in concrete from water level to coping along a length of 1,892 feet.

Repairs made to various buildings included the foundation of the old power house at locks 4, the roof of the Mill street building leased to the Dominion Reinforcing Steel Company and various repairs to Ottawa street shed 1.

The floating plant of the Lachine canal comprises the tug *Lachine*, a steel gate lifter, two derrick scows and three flat scows. Minor repairs made during the winter included a general overhauling of the engines of the tug and steam derricks, the scraping and painting of the hull of the gate lifter and caulking and minor repairs to the scows.

The dredging fleet of the Quebec canals consists of the steel tug *Dandy*, a dipper dredge, a clam derrick, two dump scows, five flat scows, one coal scow and one sounding scow. The principal repairs made to various units of the plant included, for the tug, the completion of the new cabin, started last year, replacement of fenders, coal bunkers, partitions and floors, the renewal of one engine cylinder and the smoke stack and a general overhauling of the machinery. The deck of the dredge was repaired and caulked, new fenders were placed, the foundation for the engine was renewed, a new spoon arm was constructed and various minor repairs attended to. For the floating derrick a new steel "A" frame complete with turntable, fabricated by the Sorel Mechanical Shops, was installed, a concrete floor was laid under the engine and boiler, the hull was caulked and the machinery generally overhauled. General repairs made to the various scows included painting, caulking of decks and renewal of covering boards, fenders and corner plates.

The operations of the dredging fleet in the Lachine canal included, during May and June, the removal of 2,100 cubic yards from the canal bottom on the south side above lock 4, in August, 2,050 cubic yards from south basin 1, this material being deposited on the north bank near the yards of the Canadian Car and Foundry Company, and later the excavation of the crib and filling at south lock 1, amounting to 5,300 cubic yards.

(b) SOULANGES CANAL

The lower entrance to this canal is at the upper end of lake St. Louis, 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 19 and closed December 3. The canal was operated throughout the season without accident. One delay to navigation, of 5 hours duration, occurred in September in the changing of a valve at lock 1. Due to the unusually early commencement of winter, great trouble in maintaining navigation was experienced from ice at the close of the season. Extra men and the services of two extra tugs as ice breakers were required between November 20 and the final closing of the canal.

The upper south gate of lock 1 and upper north gate of lock 3 were replaced. During the winter lock 5 was unwatered and all four valves were repaired.

The flooring of bridge 4 at St. Dominique road was renewed and the masonry substructures of bridges 4, 5 and 6 were pointed.

Various portions of the stone and concrete slope walls along both sides of the canal were repaired, weeds were cut and canal grounds generally maintained in good order.

The quarry supplied 2,341 cubic yards of one-man stone and 1,362 cubic yards of crushed stone for use on the Lachine canal and, in addition, 2,053 cubic yards of crushed and one-man stone for the Soulanges canal.

The floating plant of the canal, consisting of tug *Carillon*, a gate lifter, derrick scow and six flat scows, received necessary repairs. The gate lifter, derrick scow and one flat scow were painted. The tug, with derrick and flat scow, removed and towed back from the Ste. Anne lock the stoplogs installed there in 1932. The tug was also employed in the transportation of lock gates from the Carillon and Grenville canals to the Lachine canal.

The dredging fleet of the Quebec canals was employed on the Soulanges canal in June and July. At the lower entrance 735 cubic yards of material were removed; at the upper entrance 2,145 cubic yards; between locks 1 and 2, 560 cubic yards and above lock 4, 460 cubic yards, a total of 3,900 cubic yards.

(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 18 and closed December 4 and the canal was operated during the entire season without accident or serious delay to traffic.

Following are the more important repairs and improvements carried out during the year:—

General repairs were made to the masonry coping at the upper entrance to lock 15. In the basin between locks 15 and 17 a section of the upper portion of the dry masonry retaining wall, which had fallen down during the previous season, was rebuilt. Further repairs to this wall, which was erected about fifty years ago, will be necessary this year. In order to secure proper drainage along the back of this wall a trench was excavated behind it for a length of 680 feet, a 6 inches-square wooden box drain laid within it and the trench filled with stone. Repairs were also made to the north bank of the canal below lock 20 over a length of 600 feet. Stone protection along canal banks was repaired over a length of 2,400 feet.

The approach to lock 18 was improved by the placing of a new glance boom 200 feet long along the retaining wall at the Cornwall pump house. Three new booms were constructed during the past winter and will be placed along the south bank at the upper entrance to the canal with the necessary floats and cribs.

Repairs were made to the mitre sills of old lock 16 at the east end of the repair basin. The upper gates at locks 18 and 19 were changed and extensive repairs made to them.

The main driving shaft in the swing bridge at Mille Roches, having been badly bent near the close of navigation, was removed and a spare shaft taken from stock installed in its place. At the same time the eighteen rollers, on which the bridge turns, which were badly worn, were replaced by a new set.

Repairs made to various buildings included a new floor, base boards, corner boards and a new roof for the watch house at lock 15, new roofs for watch

houses at locks 18, 19 and 20 and at Cornwall bridge and a portion of the roof of the general store. The chimney of the office building, struck by lightning last summer, was rebuilt.

On Sheik island, west of the weir, the road for a length of 2,300 feet was cleaned off and surfaced with cold patch asphalt finished with tarvia and fine gravel. A similar finish was applied for a length of 2,075 feet to the road from the weir to Highway No. 2. A tarvia and gravel surface was also applied to the road from Stormont mill to the bridge over the intake to Canadian Cottons power-house, this road being first surfaced with rolled gravel. A tarvia and gravel surface was also applied to the road from the highway to the shops and bridge at the headrace to Canadian Cottons mill. Between the headrace bridge and old lock 17 the road was re-surfaced with broken stone and finished with cold patch asphalt, tarvia and gravel.

General repairs were made to various electric motors used in the operation of canal gates and valves. The canal telephone system was maintained in good working order.

The floating plant of this canal consists of the tug *W. A. Bowden*, a gate lifter, boarding scow, derrick scow, pontoon scow, six flat scows and a stone crusher. Minor repairs, which included scraping and painting, installation of tie rods, etc., were made to the derrick scows.

(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 17 and closed December 4.

During the low water period complete repairs were made to the stone protection along the banks of the upper entrance to the canal. A length of 1,870 feet was rebuilt and 735 feet repaired.

One of the large mooring posts at the lower entrance, which was displaced early in the season, was reset in a new concrete base.

All poles along the Williamsburg canals bearing electric lights have been numbered for convenient reference. A broken electric light cable under the canal was spliced and replaced.

The floating plant assigned to the Williamsburg canals, consisting of a gate lifter, derrick scow, boarding scow and three flat scows received minor repairs while wintering in the basin at Cornwall.

(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 $9\frac{1}{2}$ miles above the Farran's Point canal and has two locks.

Navigation opened April 17 and closed December 4 and no delays were occasioned through any cause.

Stone protection along prism slopes for a length of 1,390 feet was rebuilt and 1,120 feet repaired.

The stone filling in two cribs, 18 feet by 30 feet, in the old wharf at Morrisburg below old lock 23, was removed to a depth of seven feet, the timbers taken down and renewed and the stone filling replaced. One of the cribs was floored with planks. The two bridges which connect these cribs were rebuilt with new timbers and replanked.

Twelve new stoplogs were placed in the weir of lock 24.

A new solid type mooring post was installed at lock 23 replacing a damaged post. On the south bank of the canal, east of the big bend, sixteen new cast iron snubbing posts were placed.

Extensive repairs were made to the ice house and the cement shed was reshingled.

(f) GALOPS CANAL

Situated about $4\frac{1}{2}$ miles west of the Rapide Plat canal, the Galops canal extends from the village of Iroquois to a point $1\frac{1}{2}$ miles 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 17 and closed December 4.

At the Beach power-house two timber bents carrying the valve machinery in the regulating weir were removed and replaced by new timber bents. A new quadrant has also been placed at this weir. Behind the coping on the north side of lock 28 a 4-inch concrete slab, 17 feet wide, has been laid, extending the entire length of the lock chamber.

Repairs made to the Iroquois bridge have included the sidewalk and roadway and the placing of a new traffic sign. At the Cardinal bridge, a new top floor was placed between the railway track and guard rails. The driving shaft of this bridge, one intermediate shaft and one bevel gear were removed after the close of navigation and will be replaced by new parts.

(g) WELLAND SHIP CANAL

Construction work on this undertaking, which has been in progress since the latter part of 1913, was sufficiently 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. In 1932 the permissible draught was increased to 22 feet for vessels having a maximum length of 600 feet. During the season of 1933 the canal could accommodate the largest Great Lakes vessels of over 700 feet in length and 75 feet beam and with a draught 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 $46\frac{1}{2}$ 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.

The main operations of construction, which have been carried on under contract, had, at the end of the year 1933, been practically completed as well as lesser items of construction work performed by the canal forces.

During its construction the canal was, for convenience, divided into eight main sections and one subsection, the geographic limits of which have been described in previous reports. For operation purposes, however, two divisions have now been established, the Northern and the Southern. The junction of these divisions is at the north side of bridge 11, the crossing of the Canborough road at Allanburg.

In the after-war period the principal operations of construction were carried on under six contracts, the status of each of which will now be briefly noted.

Sections Nos. 1 and 2.—All work on these sections, under contract with J. P. Porter, commenced in 1921, was completed in 1931.

Sections Nos. 3 and 4.—The construction of these two sections, under contract with the P. Lyall and Sons Construction Company Limited, was commenced in 1922 and was fully completed during the 1933 season. Final items of work, carried out last year, included the trimming and sodding of the west approach channel to weir 7 and similar operations at the east end of the pond 6 dam, and the surfacing and macadamizing of the St. Davids-Merritton road between bridge 5 and the north end of Welland canal lock 13.

Section No. 4B.—This work, commenced in 1926, under contract with J. P. Porter, was fully completed in 1932.

Section No. 5.—Work on this section, which was begun in 1921, under contract with the Canadian Dredging Company Limited, was carried on until 1925, resumed in 1929 and fully completed in 1931.

Section No. 6.—The construction of this section of the canal was carried out under contract with the Atlas Construction Company and E. O. Leahey & Company Limited. Work was commenced in 1925 and completed in 1932.

Section No. 7.—All work on this section, commenced in 1925 under contract with the Canadian Dredging Company Limited, was completed in 1932 with the exception of a few final items carried out last year. These included the widening of the prism north of the Michigan Central Railway bridge, the laying of stone protection on the newly excavated prism slope and the completion of sodding operations on both sides of the prism.

Section No. 8.—The construction of this section was begun in 1924, under contract with A. W. Robertson Limited and completed in 1932.

In addition to the main construction contracts just summarized, the following contracts for various special works may also be noted:—

Steel Lock Gates.—The construction of the thirty-two pairs of steel gates required for the eleven locks of the canal and for the gate dock entrance was carried out under contract with the Steel Gates Company Limited between the years 1926 and 1932.

Bridges.—The canal is crossed by twenty bridges. Six of these are railway bridges and the remainder highway bridges. Bridge 15, west of Welland, was built by the Michigan Central Railway in 1911; the remaining bridges were constructed under contract for the department as follows: Railway bridges—Nos. 6, 8 and 20 by the Hamilton Bridge Company and Nos. 10 and 17 by the Canadian Bridge Company; highway bridges—Nos. 1, 3, 4, 7, 9, 19 and 21 by the Hamilton Bridge Company, Nos. 5, 11, 12, 14, 16 and 18 by the Canadian Bridge Company and No. 13 by the Dominion Bridge Company.

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The erection of these various bridges was in progress from 1926 until 1931. Concrete bridge substructures had, in all cases, been provided under the main section contracts.

Gate and Valve Machinery.—All this equipment was supplied under two contracts with the Montreal Locomotive Works Limited. Its installation was carried out by the department's forces between the years 1927 and 1932.

Wire Rope Fenders.—This equipment for the protection of the lock gates was also supplied under a contract with the Montreal Locomotive Works Limited. Its installation was carried out by department forces between 1930 and 1932. All these fenders have now completed one year's satisfactory service.

St. Catharines Dock and Freight Shed.—The construction of a pile dock and turning basin at the foot of Westchester avenue was carried out under contract with Aiken Inness & MacLachlan in 1931 and 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. Under another contract with the same firm, a structural steel and metal-clad freight shed was erected on the dock in 1932. This 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.

Welland South Dock.—This dock, in replacement of the old Welland canal dock, constructed under contract with Cameron & Phin, was fully completed last July. It is situated on the west side of the canal just south of bridge 16, and 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.

Valve Storage Building.—The erection of this steel frame metal-clad building, 42 feet by 90 feet, on the east pier at Port Weller was carried out in 1932 under contract with the Standard Steel Construction Company. This building is now used to house spare taintor valves, a wire gate fender boom, gate sheaves and walkways.

Power House.—This building is situated on the west side of the canal at the foot of the flight locks. The foundation was built under contract with Aiken Inness & MacLachlan in 1929 and 1930. The superstructure was erected by departmental forces and the equipment which includes three hydraulic turbines and three 5,000-k.v.a. electric generators was supplied under contracts with the S. Morgan-Smith Inglis Company, the Canadian General Electric Company, the English Electric Company and the Canadian Westinghouse Company and installed by the department's forces. The power house has been in operation since the beginning of November, 1932. During July and August, 1933, under contract with the Italian Mosaic and Tile Company, the building was equipped with a terrazzo floor and waterproof wall plastering. Just south of the power house, as an adjunct to the penstock, a differential surge tank was erected in 1931 and 1932 under contract with the Horton Steel Works.

Departmental Operations.—Among the principal operations carried out in 1933 by the department's forces may be noted the completion of the concrete building in the centre wall at the south end of lock 5 for the accommodation of

an air compressor, the construction and equipment of a machine shop at Port Weller, the installation of a fire protection system at the Port Weller shops and the removal and relaying, on the embankment across the abandoned Welland canal prism, of that portion of the construction railway which formerly crossed by the swing bridge.

Traffic.—During the navigation season of 1933, 5,413 vessels, carrying cargoes aggregating 9,194,130 tons passed through the canal, the heaviest traffic ever received, and an increase in tonnage over the previous season of 7.7 per cent. Increased cargoes included flour, bituminous coal, coke, iron ore, pig iron and building materials. The normal time required for a vessel to pass through the canal is 7½ hours.

Floating Plant.—The floating plant of the canal consists of a steel pontoon gate lifter of 500 tons capacity, tug *Welland*, two motor boats, two sweep scows and a derrick scow.

The canal opened for traffic April 15 and closed December 12.

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 between lock 2 and 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.

Traffic through lock 1 in 1933 amounted to 98 upbound and 97 down-bound vessels, the first lockage being on April 13 and the last on December 5.

Minor repairs only were found necessary on that portion of the canal still in operation.

Old Canal.—Repairs were made to a portion of the canal bank at the westerly end of the lock 14 waste weir where erosion had occurred. The usual care was given to the cutting of weeds and the clearing of obstructions from ditches.

Canal Feeder.—The oak floor of the long dam bridge across the Grand river at Dunnville was resurfaced with asphalt and stone chips. This bridge was also widened on the upstream side to provide greater clearance for vehicles.

The floating plant assigned to this canal consists of one floating pile driver, one deck scow, two gate lifters, and three lifting scows.

(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, and known as the St. Mary's Falls canals, comprise four locks, one of which, however, has been out of commission for some years. Of the three locks in use, two have 6 feet greater depth than the Canadian lock. Vessels of both countries may use either system of locks at will.

The Canadian canal opened to traffic April 20 and closed December 1. There were no serious accidents or delays during the season.

The total tonnage of freight which passed through the Canadian lock in 1933 amounted to 3,343,605, a decrease of about 3 per cent from the record of the

previous year. The combined tonnage through both Canadian and United States locks however amounted to 40,307,893, an increase over the year before of nearly 100 per cent. In commodities carried, the greater part of this increase was due to iron ore and coal.

The dredging operations of the United States government west of the canals, which crossed the entrance to the Canadian canal through Vidal shoal and which have been in progress for several seasons, were completed last June. Changes have been made in the position of gas and spar buoys in conformity with the new channel lines.

For some years past, a leak has been evident through the south lock wall at the south upper main gate. This eventually resulted in the masonry becoming so weakened that last June a large quantity of the face stone fell into the lock and continued to fall during the remainder of the season, leaving a space about 10 feet long and 8 inches wide behind the heel of the gate. A floating timber from the lock floor also indicated further effects from the same cause.

Necessary repairs and remedial works have been in progress since the close of navigation. To prevent further leakage, a concrete core wall, carried down to rock surface, has been constructed running southerly for a distance of 100 feet from the back of the lock wall behind the south service gate. Through vertical iron pipes set at intervals in the core wall extending to the rock foundation, holes were drilled into the rock and a strong grouting mixture forced down each pipe under heavy pressure so as to cement all seams and fissures in the underlying rock formation. This procedure has effectually prevented further seepage through the lock wall. The disintegrated portion of the lock wall at the south hollow quoin has been removed and replaced by concrete. Necessary repairs have also been made to the lock floor and filling culverts and all work will be completed in time for the opening of navigation.

The floating plant of this canal consists of the tug *Batchawana*, a gate lifter, derrick scow and diving scow.

2. RICHELIEU RIVER NAVIGATION

The through navigation of the Richelieu river between Sorel and lake Champlain is made possible by a lock at St. Ours and other locks and canalizations of the river between Chambly Basin, 32 miles farther up, and St. Johns.

A total of 355 commercial vessel trips were made through the locks of the Richelieu river in the 1933 season. The tonnage transported amounted to 26,912, a decrease of about 8½ per cent from the traffic of the year before. The number of pleasure craft lockages was 315.

(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 in 1931, provides a minimum depth of water on the lower sill of 12 feet.

Navigation opened May 1 and closed November 30.

Repairs made during the year, which were all of a minor nature, included the following:—

The machinery of the lock was painted and small repairs attended to. Repairs were also made to the fishway on the dam. Booms were set out in the spring, removed at the close of navigation and repaired when necessary. The winter bridge over the lock was removed in the spring and reinstalled at the close

of navigation. Underground electric wiring along the lock was repaired. Workshops and other canal buildings were maintained in good order and canal grounds kept neat and orderly.

The floating plant assigned to this lock consists of a derrick scow and two flat scows. Repairs, begun last year on the derrick scow and on one flat scow, were completed.

(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 provide a depth of 6½ feet of water over sills.

The canal was opened to traffic May 1 and closed September 30.

The renewal in concrete above water level of the crib entrance walls at locks 4 and 7, commenced last year, was completed. The timber portions of the walls of these locks were repaired and steel plates were installed in the hollow quoins. Lock 9 at St. Johns was unwatered by the installation of stoplogs above the lock and a cofferdam below it. The lower approach to this lock was then rebuilt in concrete.

The west abutment of bridge 10 was rebuilt in concrete. The east abutment of bridge 5, which was renewed in concrete last year, was backfilled. Seven wooden farm bridges at various points along the canal were rebuilt in concrete.

A riprap wall 650 feet long, on the east side above lock 9, was replaced by dry masonry and general repairs were made to other riprap walls along various stretches of the canal.

The earth deposited on the wharf between lock 9 and the Canadian Pacific Railway bridge was levelled and repairs were made to the wharf leased to the St. Johns Yacht Club.

Stone walls on either side of the farm ditch on the east side of the canal between bridges 4 and 5 were rebuilt. In the same vicinity, the east wall of the siphon culvert was reinforced in concrete. An artificial basin, 42 feet by 20 feet, 3½ feet deep, for the storage of oak timber under water, was constructed in the canal yard at Chambly basin.

The floating plant of the canal, consisting of tug *Chambly*, a dredge, a steam derrick and six scows, received various repairs, among which may be noted the caulking and painting of the hulls of both the tug and the dredge, the general overhauling of the machinery of tug, dredge and derrick, the installation of steel plates on the hull of the derrick scow for protection against ice, and the painting of scows.

3. OTTAWA RIVER NAVIGATION

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 1933 was 253,764, an increase of 241 tons over the previous year's record.

(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 25 and closed November 30. There were no accidents or delays during this period.

One pair of spare gates for the lower end of the lock was constructed at the Soulanges canal shops and shipped to Ste. Anne. The stoplogs installed last year for unwatering purposes were removed and returned to the Soulanges canal. Four platforms were constructed at the new lock gates installed last year.

The footbridge over the old lock and five bridges over slips were painted.

The dredging fleet of the Quebec canals removed 70 cubic yards of material from the lower entrance to the canal and 900 cubic yards from the upper entrance.

The derrick scow was hauled ashore and caulked and painted and minor repairs were made to the other scows of the floating plant.

(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 a point 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.

One pair of gates was constructed for lock 5. Racks were constructed at all locks for holding pike poles and ladders. New gates were installed at locks 4 and 7 and the former gates repaired.

The joists and floor of the swing bridge at lock 5 were renewed and the south abutment rebuilt.

Between locks 5 and 6, 568 lineal feet of dry masonry wall from 3 feet to 10 feet high was constructed along the north side of the canal. The canal bottom was cleared of 1,135 cubic yards of earth and shale and a dry masonry wall between locks 4 and 7, constructed over 30 years ago, was rebuilt.

The floating plant of this canal consists of a gate lifter and six scows. Two row boats were repaired and painted and two new boats constructed.

4. OTTAWA TO KINGSTON

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 water-courses 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, 6½ 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 nine railway and thirty-one highway bridges.

Navigation opened both at Ottawa and Kingston Mills, May 1. It closed at the Ottawa flight locks November 30 and at Kingston Mills, September 30. The dates on which various other sections of the canal were closed will be found in the tabular statement at the end of this report.

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

Commercial vessel trips in the canal numbered 540 as against 450 in the previous season. The total tonnage of merchandise transported amounted to 21,868, a decrease of about 14 per cent from the year before. Pleasure craft lockages numbered 10,780, a slight increase over the previous season.

Of improvements and repairs carried out in 1933-34, the following are among the more important:—

One pair of lock gates was renewed at the following points,—Ottawa, Hartwell's, Burritts' Rapids, Clowes, Merrickville, Smith's Falls and Beveridge's and two pairs at The Narrows.

At lock 1, Ottawa flight locks, the sluice valve on the east side of the lower gates, a casting weighing 500 pounds was replaced by a diver in 12 feet of water, an operation of considerable difficulty.

At the Hogsback station near Ottawa, extensive drilling operations were carried out during the winter of 1934 in connection with the possible replacement of the present highway bridge and weir by a permanent and more convenient structure. Twenty-one borings were sunk to depths varying from 9 feet to 70 feet, besides nine test pits.

At Long Island lock station, a leak developed last summer through the upper sill of lock 16. On unwatering an area above the lock, after the close of navigation, it was found that seams had opened through the limestone of the mitre sill and that portions of the masonry had disintegrated. The sill was cut down to a solid base and rebuilt in reinforced concrete.

The timber mitre sill at the lower end of lock 19, the upper of the two locks at Nicholson's station, was renewed in reinforced concrete during the past winter months.

The work of concreting the top of the stone retaining dam at Edmond's lock station, commenced in the winter of 1933, was completed.

On the west side of the basin, in the town of Perth, about 200 feet of the crib wharf was taken down and rebuilt. It is expected that the remainder of this wharf, a further length of 200 feet, will require rebuilding at the close of next season.

The swing bridge across the lower lock at Upper Brewers was dismantled and a new timber span constructed and erected to replace it. A similar replacement was made to the swing span over the lock at Lower Brewers. Bridge floors were replanked at Long Island and Newboro.

At Old Sly's lock station the work of reconstructing the waste weir was continued. The concrete piers and sills for the stoplogs were completed. Such further work as still remains to be done will be carried out during the coming season.

The floating plant of this canal, consisting of tugs *Agnes P* and *Loretta*, dipper dredge *Rideau*, launch *Lola*, two double-pocket side-dumping scows, two flat scows, one coal scow and one boarding scow, was employed at various points during the 1933 season. The dredge, with tug *Agnes P*, was engaged first in placing clay and gravel on the retaining dams at Hogsback and Black Rapids and afterwards in similar work at Edmond's. The channel at Sawlog bay at the lower end of the lower Rideau lake was then cleared of logs and mud. On the completion of this work, dredging was carried on along the channel through the marsh at Kingston Mills, in the removal of a shoal in the upper cut at Edmond's and in placing clay on the dam at Kilmarnock. The tug *Agnes P*, when not required with the dredge, was employed in towing and delivering timber and other similar work. The tug *Loretta* was employed in the replacing of spar buoys, in towing scows, delivering stores and for inspection work.

5. 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 25 and closed November 30. No delays, due to accident or other cause, occurred during the season.

Commercial vessels passing through the canal numbered 353, an increase of about 33 per cent over the traffic of the previous year.

At the Brighton road bridge the suspension cables, which had been in service about fifty years and were badly corroded, were replaced by new cables. The Smithfield road bridge, which failed three years ago and has since been blocked up on the rest piers, was dismantled and all unusable parts stored for future repair work.

Extensive repairs have been made to both north and southwest entrance piers of this canal since the closing of last season's navigation. These piers consist of a concrete wall casing backfilled with stone and resting on stone-filled cribs below water level. The concrete along the outer faces at the base of the walls, which had become badly disintegrated, was cut out and the walls underpinned, the new concrete being keyed into the old by means of expansion anchor bolts let into the old work and connected by wire reinforcement. New waling pieces are being placed along all the north and south piers. It is expected that this work will have been completed before the opening of navigation.

(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 Omemee, 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 2,888. The number of pleasure craft lockages was 11,862.

As noted in last year's report, a contract was entered into with W. J. Kitts, of Toronto, in November, 1932, for the construction of a concrete dam at lock 22 near Nassau to replace the former timber structure, preliminary work only having been carried out prior to April, 1933. Construction work on this dam was commenced in May, 1933, and carried on until the beginning of last December. On the basis of total cost, this work is now 85 per cent completed. The new dam, which is situated immediately below the old one, will be about 240 feet long and consist of two abutments and nine piers with nine 20-foot stoplog openings and one 8-foot log sluice. A reinforced concrete platform will extend the full length of the structure. Practically all the concrete work has now been completed and all concluding operations, which will include the removal of the old timber dam, should be finished up early in the coming season.

At the outlet of Percy lake into Crooked lake the former timber dam was replaced by a concrete structure, consisting of a gravity-section wall about 280 feet long with one 18-foot stoplog sluice between two 5-foot wide abutments. This dam, which is one of the reservoir system of the Gull river watershed into Balsam lake, is situated in the township of Harburn, county of Haliburton. On the same watershed the dam at Kenesis lake was reconstructed in timber to the previous dimensions and levels. Small repairs were made to the dams at Bottle lake and Hall's lake and to the logslide at Scott's Mills.

In the channel at the entrance to Sturgeon lake, west of Bobcaygeon lock, drilling and blasting operations, which have been in progress since 1930, were continued last season during a period of six months. Over an area of 20,300 square feet, 830 holes were drilled and blasted. The material thus loosened was removed by the dredge *Fenelon II*, a total of 15,675 cubic yards of rock being taken out. The dredge *Auburn*, commencing early in May and working till the end of October, was employed at the mouth of the Talbot river, at the entrance to lake Simcoe and, in conjunction with the other dredge, in the channel west of Bobcaygeon. The season's operations for this dredge covered the removal of a total of 18,230 cubic yards.

Extensive repairs were made to the Peterborough hydraulic lift lock. These included the renewal of eight air tanks, two heavy sprocket chains, a seal tube on the lower west reach gate frame, two vertical flat seals on the lower reach gates, and sixteen rest blocks under the east and west valve chambers. New electric wiring was installed in the pump room, on spiral stairs and between the pump room and the engine room of the upper reach gate. New bottom waling timbers were placed in the lock chambers and repairs were made to the tubing of the Taylor air compressor.

At the Kirkfield hydraulic lift lock the end seals on the west end of the south chamber were renewed. A portion of the high pressure pipe leading to the engine room of the upper reach was replaced. A new screen was placed on the foot valve of the pit pump and twenty-two rest blocks were renewed in the lock chamber. The stairs to the operating tower, from roadway to lower platform and to the lock pits, were painted. The lower platforms were painted, the upper floors and railings, the tower bases and other steel in the lock pits,

and the tops of the lower reach gates. Portions of the concrete walls in the upper reach which had disintegrated were cut out and will be patched before the opening of navigation.

Repairs made to various bridges included the following: At Dundas street, Trenton, portions of the wooden block paving were relaid and the electrical equipment of the bridge received general repairs. The counterweight of the Campbellford bascule bridge was adjusted, steelwork was cleaned and painted, the machinery cabin was sheeted with corrugated metal and repairs made to the bridge floor. The top chord of the north truss of the wooden swing bridge at Burleigh Falls was renewed for a length of 40 feet and a new brace to the king post installed.

The Juniper island wharf, commenced last year, was completed. A concrete slab surface was laid over the stone-filled approach to Mount Julian wharf. At Gore's Landing a quantity of loose rock was removed from the front of the wharf.

Disintegrated concrete in the culvert under the canal near Kean's bridge was cut out and replaced for a length of about 40 feet on each side of the culvert.

At the Kirkfield lift lock the road originally constructed in substitution for the old boundary road was regraded and surfaced with gravel for a distance of about one mile.

Near the end of November, unwatering operations were commenced for the removal of the Balsam lake guard gate and its replacement by a new gate. This work was fully completed before the end of February.

Various minor repairs were made to the marine railways at Swift Rapids and Big Chute. These included the placing of concrete bases under timber supporting bents, repairs to sheave blocks, brakes, etc.

During low water in the Severn river last summer, a complete examination was made of the valves in the Swift Rapids dam. These were all found to be in an entirely satisfactory condition. Some small repairs to the concrete on the lower side of the dam were carried out at the same time.

The floating plant of the canal now comprises the following principal units: Dredges *Fenclon II* and *Auburn*, tugs *Bessie Butler*, *Harwood*, *Bob Hall* and *Katchiwano*, a gate lifter, drill boat, three derrick scows, four gasoline launches and one gasoline punt, one cook boat and various scows. Important though not extensive repairs were made during the past winter to both the dredges and the tugs and to scows and motor boats.

6. ST. PETER'S CANAL

The St. Peter's 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 22, 1933, and closed January 1, 1934. There were no delays to navigation.

A total of 2,130 registered and unregistered vessels passed through the canal during the past season, an increase of 10 per cent over the season of 1932-33. The increase in freight carried amounted to about 23 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.

On the east side of the Atlantic entrance, 50 feet of the old cribwork, which was in bad repair, was taken down to below low water elevation and rebuilt with new timber. Further work of a similar nature will be carried out in the 1934 season. The centre of the west end of the Atlantic wharf was also repaired. Considerable repair work was also carried out on the concrete walls.

General repairs, consisting of new plumbing, plastering, etc., were made to the Superintendent's house. Repairs were also made to the freight shed at the lake entrance. The floating plant comprises two flat scows. One of these scows was caulked and painted before launching.

7. MISCELLANEOUS WORKS

(a) 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 14,434,691 bushels of grain, a decrease of about 34 per cent from the receipts of the previous year. This decrease may be accounted for as due both to the general decline in export trade and to increased through shipments by upper lake boats to lake Ontario and St. Lawrence river ports. Of the total grain received by the elevator 1,385,712 bushels only came from United States ports, all of this being corn. An unusual feature in the year's operations may be recorded in the receipt from Montreal of Hungarian and Rumanian rye and East Indian flax for shipment to Chicago.

While the total grain received during the year decreased in large proportion, as noted above, receipts by rail and motor truck increased by 329 per cent.

Deliveries of grain for the year amounted to 13,163,026 bushels, of which about 86 per cent was taken by ships and the remainder by rail or truck. These deliveries showed a falling off of about 42 per cent from the previous year's figures.

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 only 0.553 bushels per thousand.

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

Vessels unloaded and lightered numbered 86 as compared with 123 in the previous year. Delays to these vessels in excess of 24 hours amounted to an average of 2.2 hours per boat.

No congestion due to lack of storage space occurred during the year. The period of greatest activity was experienced between October 22 and 25 when the elevator was filled to capacity.

Grain stored during the winter amounted to 2,801,700 bushels, an increase of 2,274,700 bushels over the winter storage of 1931-32, a circumstance which in considerable degree offset the declining receipts of the navigation season.

No new construction work was undertaken during the year and the only unusual repair work was the replacement of the badly disintegrated concrete slabs on a portion of the east outside walls of the main section of the elevator by a new 4-inch reinforced concrete wall over an area of about 5,000 square feet.

(b) 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.

The total grain receipts for the 1933 season amounted to 7,358,897 bushels, an increase of 140 per cent over the record for the previous year. Of this amount 23½ per cent was unloaded from lake-size vessels, 10 per cent from canal-size vessels, 66 per cent from lighters and the remaining ½ per cent from railway cars. That these receipts, (though nearly eight times as large as those of 1931) are still comparatively small, may be ascribed to various causes—the general depression of the grain trade, extra insurance on the route between Kingston and Prescott, the number of elevators now available at lake Ontario ports.

Of the grain received, 91 per cent came from Canadian ports, 5 per cent from United States ports and 4 per cent from foreign ports. Of the latter or foreign grain it is interesting to note that 79 per cent or 239,352 bushels, all Polish rye, was transferred at Montreal from a trans-Atlantic shipment to canal-size vessels for delivery at Prescott, whence it was re-shipped by a lake-size vessel to Chicago.

Grain shipped out of the elevator during the year amounted to 6,786,261 bushels, of which about 94 per cent was by vessel and the remainder by rail and truck. These outward shipments were 115 per cent in excess of those of the previous year. The year's operations in bagging, cleaning and grinding also showed a substantial increase over previous records.

There were no serious delays in the operation of the elevator. All equipment worked satisfactorily and the skill of the unloading staff showed steady improvement.

No congestion of traffic occurred at any time and the average period between the docking and clearing of vessels was only 14 hours, which included delays due to night navigation. The lightering of vessels was accomplished in an average time of about 1¼ hours.

At the close of navigation, 759,678 bushels remained in storage. Outward shipments during the winter amounted to 174,068 bushels. Due to the exceptionally early winter and the consequent closing of the St. Lawrence canals about one week earlier than usual, much grain was held in the elevator which had been intended for shipment to Montreal.

While no new construction was carried out various minor repairs and improvements were attended to during the year, among which may be noted the installation of new tower haul cables, shovel blocks, a new power shovel, guides for idlers on control cables, inspection doors in lofter heads, marine tower boat ladders, a filling spout for marine tower garners, house telephones for unloading dock, etc.

(c) HUDSON BAY TERMINALS

Grain Elevator.—The Churchill elevator, constructed between the years 1930 and 1933, under contract with the Carter-Halls Aldinger Company, has a total capacity of 2,500,000 bushels, the storage building accommodating 2,000,000 bushels and the workhouse 500,000 bushels.

Grain is delivered to the elevator by four automatic car unloaders, each with a capacity of about 11,000 bushels an hour. 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 grain remaining in storage from 1932 amounted to 2,430,283 bushels. The total receipts for 1933 amounted to 2,753,372 bushels, and cargoes shipped out to 2,707,891 bushels. The quantity carried in storage to 1934 therefore amounted to 2,475,764 bushels. The 1933 outgo was all carried by ten vessels which called at the port during the season of navigation.

Alterations were made to the cargo beam in front of the freight shed which was found to interfere with four of the loading spouts from the gallery.

Construction Operations.—At the beginning of the fiscal year 1932-33 the departmental force at Churchill numbered twenty-five men. Six of these had been employed on the maintenance of the grain elevator since the close of navigation, the remainder on general work. This force was gradually increased as spring came on until by July it numbered three hundred and forty.

Dredging work was carried on last year from June 27 until October 9, a period of 105 days. The dredge was worked with double shifts throughout the season. The total quantity of material removed amounted to 225,500 cubic yards. About 60 per cent of this material was taken out just outside the harbour mouth above Merry Rock, the channel being widened from 225 to 400 feet with a depth of 30 feet at low tide. The basin in front of the dock was widened sufficiently at the centre to admit of a loaded vessel being turned, a minimum depth of 30 feet being provided. The basin opposite to the dock was extended 220 feet above the upper end to allow further vessel space beyond the dock. Other small items of dredging were also carried out in the same vicinity. The total amount of dredging performed since the inception of work in 1929, now amounts to 1,998,500 cubic yards.

The marine slipway constructed in 1932 was completed by the placing of gravel fills which permit of boats being more readily hauled up and hauled off the slipway cradle. The slipway was put into use last season for the repair of several scows and for the sandblasting and painting of other units of the dredging fleet.

Work on the reservoir at Grassy Slough was continued. A coating of clean gravel was placed on the bottom and sides and a concrete sluiceway to admit water from the creek was built at the east end with a concrete apron from top to bottom of slope. During the latter part of the open season a concrete suction well, supplied by two 10-inch pipes from the reservoir, was constructed at the side of the reservoir. The intake pipes are provided with screens and protected by stone-filled cribwork at their termination in the reservoir. A timber tunnel, in which run the outlet pipes from the suction well, extends to the pump house, situated about 60 feet away. The pump house is an L-shaped one-story frame building with concrete foundation and floor and provides for two pumps, one centrifugal with a capacity of 400 gallons a minute, the other a Smart-Turner duplex steam pump with a capacity of 200 gallons. The centrifugal pump is operated by a Diesel 35 horse-power engine. All this equipment has now been installed except the steam pump. This will be placed during the coming season. A 60,000-gallon railway tank, erected in 1931, stands beside the pump house. The piping is arranged to admit of direct supply from the pumps, of indirect supply from the tank, or of previously accumulated supply in the tank to the pumps and thence to the distributing line.

A second tank, also of 60,000-gallon capacity connected with the pump house, is located on the townsite about half a mile east of the Canadian National Railway tank and connected therewith by an 8-inch pipe. The power house and dock have 8-inch pipe connections with the townsite tank. Water pressure in the pipe line along the dock can be augmented, in case of fire, by two electrically operated centrifugal pumps installed in 1933 in the elevator power house.

The insulation of the main pipe line with moss, which has been in progress since 1931, was completed last year.

On May 29, 1933, the first water was pumped through the pipe line. The water was drained off November 22.

At the upper end of the dock a trestle 200 feet long was constructed last season to carry a locomotive crane and dragline for unloading coal from ships. Piling space for about 8,000 tons is provided.

Of small works carried out last season the following may be noted:—

A 610-foot extension was laid to the elevator tail track giving it a present capacity of 34 cars clear of the north switch. A row of sheet piling was driven to form a bulkhead to retain the gravel fill placed in 1931 at the inside angle of the dock adjacent to the northwest corner of the elevator. The Eskimo Point beacon and front range beacon at Churchill, which had been blown down in a severe gale, were rebuilt. A small boiler house was erected at the shear legs on the dock and a steam shovel boiler installed therein.

As in previous years, information as to ice conditions in the bay was systematically collected and placed on record.

Weather Conditions.—The first movement of ice in the Churchill river was observed June 4 and a similar movement occurred in the harbour June 15. Two days later the harbour ice moved out. For a month following, floating ice returned to the harbour with the tides, but its extent was not sufficient to interfere with dredging operations. It is believed that the deepening of the harbour channel has considerably accelerated the spring movement of ice which, under original conditions, took place a week later than recorded for the past two seasons.

Up till July 8 heavy unbroken ice was met with by the tug *Yates* within 11 miles northeast of the harbour. By July 11, however, the *Ocean Eagle* was able to leave on an extended patrol across Hudson bay reaching as far north as latitude 62° 15' and east to longitude 84° 12'.

On the evening of October 11 the temperature of the Churchill river fell to +32° F. Snow fell on October 13 and ice began to form along the beach. By October 23 the harbour was full of ice which extended out into the bay. Navigation may be considered as having closed on October 21.

Navigation.—On August 23, the *Ocean Eagle*, with dredge No. 1 in tow, left Churchill for Gaspé where both arrived without mishap on October 1. Leaving the dredge at Gaspé the *Ocean Eagle* then returned to Churchill where she docked on October 15.

During the 1933 season ten voyages were made from European ports to Churchill. One vessel, the *Brandon* from Scotland, made two trips arriving first on August 16 and on a second voyage on September 26, clearing the port again on October 2, the last sailing of the season. The first vessel to dock arrived on August 13. Among the nine vessels which made the port in 1933, six were British, two French and one Italian. The total outward cargo tonnage of all vessels which docked at Churchill last summer amounted to 72,962. No difficulty from ice either in the bay or in the straits was reported on any trip.

All vessels which called at Churchill in 1933, with the exception of one, arrived in ballast. This single inward cargo, which amounted to 2,619.5 tons, consisted of window glass, barbed wire, iron, steel, coal, spirits and various other merchandise. One outward cargo, in addition to grain, included about 900 tons of flour, another included 200 head of cattle, 181,570 board feet of lumber, 19.5 tons of honey and a few other smaller items.

(d) ST. LAWRENCE SHIP CANAL

Field work was continued throughout the past year. The staff at Cornwall consisted of one junior engineer. Additional men were, however, taken on from time to time as necessity demanded.

Small surveys were occasionally made for the information of the Ottawa office. These included the completion of soundings through the ice in Hungry bay, started during the previous winter.

Two borings were sunk to rock on the site of the proposed guard lock south of Valleyfield.

Water temperatures of the St. Lawrence river were recorded at Kingston for the entire year and notes made regarding the spring movement of ice at various points along the St. Lawrence.

Two staff gages were maintained at Cornwall until the end of October.

The Ottawa office staff consisted of the engineer in charge, a designing engineer, an office engineer and a stenographer. The work of this staff included the preparation of economic studies as required by the Department of External Affairs, the revision of plans and estimates in the Lachine and Soulanges sections of the project, studies and designs for various types of emergency dams, hydraulic investigations preparatory to the approval of various plans submitted by the Beauharnois Light, Heat and Power Company and the assembling of data sent in from the Cornwall office.

In addition to the foregoing work related to the St. Lawrence project, plans were also prepared in connection with the extensive repairs and improvements at the Sault Ste. Marie lock already mentioned on a previous page of this report.

(e) 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 roadway along the Hungry bay dike for a length of 13,400 feet was repaired with cold patch asphalt.

No repairs to the Ste. Barbe dike were found necessary.

Stone protection walls along the lake shore in the parish of St. Anicet were constructed at eight different points, their total length amounting to 3,283 feet.

At the Masson road crossing of the lost channel between deSakaberry island and the mainland, about $3\frac{1}{2}$ miles southeast of Valleyfield, the fixed highway bridge, a 160-foot through steel, pin-connected truss installed by the department in 1895, was reinforced to carry 5-ton loads. A new 3-inch plank floor was laid covered with a thin coat of asphalt.

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, April 30, 1934.

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
Soulanges.....	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).....	6.50	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.....	11.78	9	120.5	23.25	6.5
<i>Lake Ontario to Georgian Bay</i>						
Murray.....	Isthmus of 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	1	100	25	(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‡
	Total.....	508.67				

*The depth of canal prism between locks is 25 feet.

†With lake Ontario at Elev. 244.

‡The depth of canal prism is 17 feet.

TABLE SHOWING THE DATES OF THE OPENING AND CLOSING OF THE CANALS

For the Seasons of 1930, 1931, 1932 and 1933

Canals	1930		1931		1932		1933	
	Opened	Closed	Opened	Closed	Opened	Closed	Opened	Closed
Lachine.....	April 23	Dec. 12	April 23	Dec. 12	April 27	Dec. 10	April 19	Dec. 5
Soulanges.....	" 22	" 11	" 23	" 12	" 25	" 10	" 19	" 3
Cornwall.....	" 23	" 11	" 21	" 12	" 23	" 12	" 18	" 4
Williamsburg—								
Farran Point.....	" 23	" 11	" 21	" 12	" 23	" 12	" 17	" 4
Rapide Plat.....	" 23	" 11	" 21	" 13	" 23	" 12	" 17	" 4
Galops.....	" 23	" 11	" 21	" 14	" 23	" 12	" 17	" 4
Welland Ship.....	" 21	" 15	" 20	" 17	" 11	" 16	" 15	" 12
Sault Ste. Marie.....	" 23	" 12	" 13	" 15	" 17	" 15	" 20	" 1
Sta. Anne.....	" 25	Nov. 30	" 23	Nov. 30	" 27	Nov. 30	" 25	Nov. 30
Carillon and Grenville.....	May 1	" 30	" 27	" 30	" 27	" 30	" 27	" 30
Rideau—								
Locks 1 to 8 (Ottawa).....	" 1	Dec. 1	" 27	" 30	" 28	" 30	May 1	" 30
Pretoria Ave. and Bronson Ave. bridges and locks 9 to 13 (inclusive).....								Oct. 15
Locks 14 to 31 (inclusive).....								Sept. 30
Lock 32.....								Oct. 31
Locks 33 and 34 and Perth bridges.....								Sept. 30
Rideau Ferry bridge.....								Oct. 31
Locks 35 to 38 (inclusive).....								" 15
Locks 39 to 49 (inclusive) and Brass Point bridge.....								Sept. 30
Kingston Mills.....	May 1	Dec. 1	May 1	Nov. 25	May 1	Nov. 26	May 1	" 30
Trent—								
Ontario-Rice Lake Division, Lower Section.....	" 13	Nov. 15	" 15	Oct. 24	" 13	Oct. 27	" 4	" 15
Upper Section.....	" 12	" 15	" 8	Nov. 11	" 12	Nov. 9	" 8	" 15
Hastings to Rice Lake.....	" 14	" 15	" 7	" 14	" 11	" 1	" 2	Nov. 4
Rice Lake to Peterborough.....	April 26	" 22	" 3	" 19	" 27	" 5	" 9	" 2
Peterborough to Lakefield.....	May 5	" 6	" 12	" 7	" 3	" 8	" 5	" 1
Peterborough Lift Lock.....	" 8	" 6	" 12	" 7	" 6	" 8	" 5	Oct. 30
Lakefield to Bobcaygeon.....	" 12	" 15	" 1	" 6	" 2	" 10	" 4	Nov. 2
Bobcaygeon to Balsam Lake.....	" 15	" 15	April 21	" 6	" 11	" 1	" 9	Oct. 2
Kirkfield Lift Lock.....	" 13	Oct. 25	May 9	Oct. 24	" 11	Oct. 25	" 6	Sept. 27
Kirkfield to Lake Simcoe.....	" 8	" 25	" 9	Nov. 7	" 11	Nov. 18	" 5	" 15
Scugog River to Lindsay Lock.....	" 14	Nov. 14	" 22	Dec. 5	" 4	" 12	April 15	Oct. 30
Lake Simcoe to Georgian Bay.....			" 12	" 5	April 30	" 29	May 2	Nov. 13
Murray.....	April 21	Dec. 4	April 27	" 19	" 13	Dec. 10	April 25	" 30
St. Ours.....	May 1	Nov. 30	" 23	" 1	May 1	Nov. 30	May 1	" 30
Chambly.....	" 1	" 30	" 23	" 1	" 2	" 30	" 1	" 30
St. Peters.....	April 14	Jan. 10	" 8	Jan. 11	April 18	Jan. 14	April 22	Jan. 1
	1930	1931	1931	1932	1932	1933	1933	1934

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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	" 17	" 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.....	" 6	" 19	" 12	" 15	June 23	Nov. 10	June 4	Nov. 1
Upper Section.....	" 1	" 22	" 14	" 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.....	" 20	" 29	April 21	Dec. 4	" 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