DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

For the Fiscal Year from April 1st, 1918,
to March 31st, 1919

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

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1920

[No. 20—1920]

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

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the fiscal year ending March 31, 1919.

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

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REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDING MARCH 31, 1919.

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

Sir,—I have the honour to submit herewith the annual report of the Department of Railways and Canals for the fiscal year ending March 31, 1919.

The policy of strictest economy in the matter of printing is closely followed again, as in previous years. The highly condensed form of the statements of former years has been continued, these, however, giving full particulars as to all revenues and expenditures.

The statements of the Canadian Government Railways and of the Canadian Northern Railway System have been kept separate throughout, as this latter railway makes a separate annual report.

The fiscal year of the Canadian Northern Railway System ends December 31 under the authority of chapter 13, 9-10, George V.

The summary of the result of the operation of both railways is contained in the statements following:—

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,
Deputy Minister

I.—CANADIAN NATIONAL RAILWAYS.

STATEMENT OF REVENUE AND EXPENDITURE.

Operating Revenues.	Canadian Government Railways, 12 months ending Mar. 31, 1919.	St. John and Quebec, 12 months ending Mar. 31, 1919.	Canadian Northern Railway System, 12 months ending Dec. 31, 1918.	Grand total.
	$ cts.	$ cts.	$ cts.	$ cts.
Passenger traffic	8,850,909 57	32,270 14	7,824,444 44	16,707,624 15
Freight traffic	27,251,553 41	101,987 94	36,735,869 46	64,089,410 81
Mails and express	1,240,359 36	3,407 11	1,209,804 67	2,453,571 14
Miscellaneous	181,874 93	.....	1,539,893 34	1,721,768 27
Ocean traffic	538,966 83	.....	.....	538,966 83
Total revenue	*38,063,664 10	137,665 19	47,310,011 91	85,511,341 20
Operating Expenses.				
Maintenance of way and structures	10,177,188 59	80,555 26	9,060,264 79	19,318,008 64
Maintenance of way and structures, equipment	7,861,706 77	8,787 92	8,498,673 11	16,369,167 80
Traffic expenditure	514,046 59	4,043 47	797,181 68	1,315,271 74
Transportation expenditure	23,121,416 15	95,572 19	23,907,348 28	47,124,336 62
Miscellaneous expenditure	642,370 96	.....	576,071 12	1,218,442 08
General expenditure	686,402 74	3,731 21	1,223,410 96	1,913,544 91
Operating expenditure, total	43,003,131 80	192,690 05	44,062,949 94	87,258,771 79
Hire of equipment	157,866 22	29,737 38	.....	187,603 60
Taxes, rental, joint facilities, etc	693,804 22	46,174 85	1,599,325 32	2,339,304 39
Total	43,854,802 24	268,602 28	45,662,275 26	89,785,679 78
Summary.				
Revenue	38,063,664 10	137,665 19	47,310,011 91	85,511,341 20
Expenditure	43,854,802 24	268,602 28	45,662,275 26	89,785,679 78
Net earnings, Canadian Northern Ry	.....	.....	1,647,736 65	.....
Deficit, Canadian Government Rys	5,791,138 14	.....	.....	.....
Deficit, St. John and Quebec Ry	.....	130,937 09	.....	.....
Net deficit, all lines	.....	.....	.....	4,274,338 58

*Hire of equipment in connection with the Canadian Government Railways is not deducted. It is added to working expenses in above statement to conform with Canadian Northern Railway System statement.

SESSIONAL PAPER No. 20

II.—CANADIAN NORTHERN RAILWAY SYSTEM.

STATEMENT OF OPERATING EXPENDITURE AND REVENUE.

The purchase of the Candian Northern Railway stock by the Dominion Government having been made as from September 30, 1917, the annual report concerning Revenue and Operating Expenses, etc., has been made in two periods, as follows: From the 1st of October, 1917, to December 31, 1917, and from January 1, 1918, to December 31, 1918.

STATEMENT OF REVENUE AND EXPENDITURE FOR THE FIRST PERIOD.

Revenue.		
Revenue	$11,264,978 56	
Miscellaneous earnings	361,566 21	
		$11,626,544 77
Expenditure.		
Working expenses	$ 9,853,944 56	
Rental, taxes, etc.	326,934 21	
		10,180,878 77
Net earnings		$ 1,445,666 00
Other expenditure, fixed charges (system), interest, etc.		3,779,718 53
Net deficit		$ 2,334,052 53

The results of the operation of the System for the second period are as follows:—

Gross earnings—		
Passenger traffic	$ 7,824,444 44	
Freight traffic	36,735,869 46	
Express, mail and telegraphs	1,212,881 95	
Miscellaneous earnings	1,536,816 06	
	$47,310,011 91	
Interest and profits from elevator, subsidiary companies, investments, etc.	1,752,700 59	
		$49,062,712 50
Working expenses	$44,062,949 94	
Hire of equipment, taxes, rentals, etc.	1,599,325 32	
		45,662,275 26
Net earnings		$ 3,400,437 24
Interest charges		17,898,246 74
Net deficit		$14,497,809 74
The total deficit for 15 months to December 31, 1918, amounts to		$16,831,862 27

Mileage.—The mileage in operation December 31, 1918, was 9.566·5.

Operating Revenues.—The gross earnings for 1918 increased by $5,839,990.07 over 1917 or 14·08 per cent.

Traffic.—The passenger traffic shows an increase of $769,016.63 over the previous year, although about 389,000 passengers less were carried. The number of revenue tons decreased by 545,035 tons, largely due to the poor grain crop of 1917. The statement shows a decrease of 18,986,113 bushels of grain handled as compared with the previous twelve months.

Operating Expenses.—These increased considerably due principally to the increase in wages and a most severe winter without parallel in the history of railway operation.

During the year the payroll increased from $1,890,000 to $2,815,000, an increase of $925,000, or almost 50 per cent. Apart from wages, other operating expenses also show large advances. Under these exceptional conditions the cost of operation for the year has advanced $10,036,297.51 or 29·40 per cent.

Land Sales.—Since the last annual report land sales amounted to $1,588,264.14, an average of $19.45 an acre; 818,958 acres still remain unsold.

New Equipment.—To provide for additional train service, the following equipment was ordered and delivered during the year:—

70 Locomotives,	500 flatcars,
150 Refrigerator cars,	250 Gondola cars,
5,000 Box cars,	500 Flat cars,
300 Stock cars,	40 Tank cars.

Lines acquired.—The Toronto Suburban Railway (operated by electricity), with a mileage of 65 miles constructed and in operation and 19 miles of line under construction, was acquired during the year.

Terminals.—The Leaside terminal at Toronto was put in operation during the summer of 1919. This plant provides repair facilities to the Ontario lines.

Montreal Tunnel.—This tunnel is in use since October 21, 1919.

Construction and Betterments.—A programme of construction was adopted providing for the completion of partly constructed and also of projected lines.

For further details on the management of the Canadian Northern Railway System, the annual report published by the management should be consulted.

OCEAN STEAMSHIP SERVICES.

Early in 1918 the Dominion Government, realizing the need of a mercantile fleet to develop Canadian export trade, placed orders with Canadian shipbuilding firms for a large number of ocean-going steamships. The Government has arranged for these steamers to be operated by a company under the charter name of the Canadian Government Merchant Marine, Limited, the directors of which company are members of the Railway Board. Up to date twelve boats have been delivered, and the following services have been established: Montreal and St. Johns, Newfoundland, Cuba, the West Indies, South America and various United Kingdom ports, which services will continue from Halifax or St. John during the winter months. Cargoes have also been carried to French ports and from Vancouver to United Kingdom ports via the Panama canal, and a service from Vancouver to Australia is just about to be established. Additional services have been arranged for as soon as other vessels are delivered by the builders, and the operation of the boats is confidently expected to reflect most satisfactory results in the building up of Canadian trade, from which the Canadian National railways should receive substantial benefits in traffic returns.

III.—GENERAL SUMMARY.

*EXPENDITURE OF THE CANADIAN GOVERNMENT RAILWAYS.

The expenditure made by or through the department during the fiscal year ended March 31, 1919, amounted to $92,227,084.05, of which $85,390,725.60 was for railways, $3,964,508.74 for canals, and $2,871,849.71 for general expenditure.

The railway expenditure chargeable to capital account amounted to $40,849,942.43, of which $12,767,481.83 was for the Canadian Government railways rolling stock, $10,537,031.24 for the Intercolonial railway; $3,489,313.53 for the purchase of the Quebec and Saguenay railway, $1,149,900.79 on construction of the Quebec and Saguenay railway, also $207,092.20 for rails, etc., on the same railway; $732,752.53 for the Prince Edward Island railway; $126,201.30 for the New Brunswick and Prince Edward Island railway; $1,450,304.81, less $660,000 received from the sale of the car ferry *Leonard,* and also less $149,799.91 for a cheque in favour of J. G. Hearn returned and deposited to the credit of the Receiver General, for the National Transcontinental railway; $37,829.81 for the Moncton and Buctouche railway; $42,304.58 for the Salisbury and Albert railway; $34,566.47 for the St. Martins railway; $7,250.60 for the York and Carleton railway; $47,209.98 for the Elgin and Havelock railway, and $9,733,333.24 for the purchase of the stock of the Canadian Northern railway; $562,557.80 for the Hudson Bay railway, and $77,849.84 for the International railway.

The expenditure for the Quebec Bridge amounted to $656,761.79.

The railway expenditure chargeable to working expenses amounted to $43,889,626.07, as follows: $28,242,111.11 for the Intercolonial railway, $549,310.26 for the International railway of New Brunswick, $13,028,381.49 for the National Transcontinental railway, $1,596,049.91 for the Prince Edward Island railway, $192,690.05 for the St. John and Quebec railway, $68,432.48 for the Moncton and Buctouche railway, $95,967.51 for the Salisbury and Albert railway, $45,930.81 for the St. Martins railway, $22,409.05 for the York and Carleton railway, and $48,343.40 for the Elgin and Havelock railway.

The amount paid for miscellaneous railway expenditure amounted to $432,351.78, of which the amount chargeable to revenue is $17,000, and the amount chargeable to income account $415,351.78.

The expenditure on railway subsidies amounted to $218,805.32.

EXPENDITURE ON CANALS.

The expenditure on canals, which amounted to $3,964,508.74, was as follows: $2,211,935.48 on capital account, $164,046.18 on income account, $1,588,527.08 on revenue account. Of this last sum, $846,588.98 was chargeable to staff and $741,938.10 to repairs.

The miscellaneous expenditure amounting to $2,871,849.71, was expended as follows: $744,575.08 for war appropriation, $335,384.68 for Halifax Restoration, $1,791,331.97 for miscellaneous open railway equipment account, statutes of 1918, chap. 38, and $557.98 for sundries.

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* Canadian Northern Railway System not included.

REVENUE.

The revenue received from both the railways and canals amounted to $38,400,-379.69.

The revenue from the railways amounted to $38,013,725.69 as follows: $26,435,-343.78 was received from the Intercolonial railway, including the New Brunswick and Prince Edward Island railway; $202,354.27 from the International railway; $10,412,407.56 from the National Transcontinental railway; $741,514.58 from the Prince Edward Island railway; $107,927.81 from the St. John and Quebec railway; $32,610.20 from the Moncton and Buctouche railway; $13,447.08 from the Elgin and Havelock railway; $16,694.06 from the St. Martins railway; $6,954.35 from the York and Carleton railway, and $44,472 from the Salisbury and Albert railway.

The revenue from the canals amounted to $387,654.90. Of this, the receipts from the Port Colborne elevator amounted to $129,676.68, the balance having been received for rents, harbour dues, etc.

WORKING EXPENSES AND REVENUE COMPARED.

The railway working expenses amounting to $43,889,626.07, and the revenue amounting to $38,013,725.69 only, leaves a deficit of $5,875,900.38 on the operation of the Canadian Government railways.

The deficit of each of the railways operated by the Government is shown in detail in Appendix II, the report of the management of the Canadian Government railways.

IV.—CANADIAN GOVERNMENT RAILWAYS.

COMPARATIVE STATEMENTS.

The passenger, freight, mails, express, ocean traffic, etc., less hire of equipment amounting to $157,866.22, amounted on government-owned lines in 1917-18 to $27,176,518.58, and in 1918-19 to $37,905,797.88, an increase of $10,729,279.30.

The total of working expenses on the government-owned lines in 1917-18 was $33,259,488.02 and in 1918-19 $43,696,936.02, an increase of $10,437,448.

The maintenance of ways and structures and equipment in 1917-18 amounted to $13,268,810.39 and in 1918-19 to $18,038,895.36, an increase of $4,770,084.97.

The traffic expenses in 1917-18 amounted to $442,456.42 and in 1918-19 to $514,046.59, an increase of $71,590.17.

The transportation expenditure on government-owned lines amounted to $17,877,-073.67 in 1917-18, and to $23,121,416.15 in 1918-19, an increase of $5,244,342.48.

Miscellaneous expenditure chargeable to working expenses, (including rental of leased lines), which in 1917-18 amounted to $1,671,147.54, amounted to $2,022,577.92 in 1918-19, an increase of $351,430.58.

The repairs to locomotives, freight and passenger cars, which amounted in 1917-18 to $5,069,880.37, amounted in 1918-19 to $6,702,137.81, an increase of $1,632,257.44.

The mileage of the government-owned railways in operation amounted to 4,092·98 miles and 120·35 miles for the St. John and Quebec Railway, a total in operation of 4,213·33 miles, not including 80·16 miles of second main line; 338·03 miles of passing sidings, and 735·16 of other sidings and spurs, the grand total of mileage of track being 5366·68 miles.

The earnings per miles of railway for the government-owned lines in 1917-18 were $6,765.95 and in 1918-19, $9,149.29, an increase of $2,383.34.

The expenditure per mile of railway for the government-owned lines in 1917-18 was $8,310.96 and in 1918-19 $10,541.39, an increase of $2,230.43.

The earnings per train mile of government-owned lines in 1917-18 amounted to $2.15 and in 1918-19 to $2.98, an increase of 83 cents.

The expenditure per train mile on same railways in 1917-18 amounted to $2.63 49/100 and in 1918-19 to $3.44 11/100; an increase of 80 63/100 cents.

The total train mileage on the government-owned railways amounted to 12,471,308 miles in 1917-18 and to 12,538,149 miles in 1918-19, an increase of 66,841 train miles.

ST. JOHN AND QUEBEC RAILWAY.

The earnings for passenger, freight traffic, and mails and express amounted, in 1917-18, to $64,438.29 and in 1918-19 to $107,927.81, an increase of $43,489.52.

The transportation expenditure in 1917-18 amounted to $80,713.93 and in 1918-19, to $192,690.05, an increase of $111,976.12.

The maintenance of way and structures and maintenance of equipment in 1917-18, amounted to $53,414.05 and in 1918-19 to $89,343.18, an increase of $35,929.13.

The earnings per mile in 1917-18 were $537.57 and in 1918-19 $896.78, an increase of $359.21.

The expenditure per mile in 1917-18 amounted to $1,176.04 and in 1918-19 to $1,601.08, an increase of $425.04.

The total train mileage in 1917-18 was 75,491 and in 1918-19, 79,496, an increase of 4,005 miles.

CANADIAN GOVERNMENT RAILWAYS—

STORES.

The value of stores purchased, and charges from other departments, was $29,225,669.49, and the value of stores issued $22,627,004.55 and sold $1,683,211.14. There is yet on hand a balance of $11,497,649.13.

SUNDRIES.

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

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

GRAND TOTALS OF EXPENDITURE AND REVENUE.

The grand total of the expenditure to March 31, 1919, amounts to $1,067,463,303.67, of which $890,503,207.64 was for railways, $171,432,799.73 for canals, and $5,527,296.30 for sundries.

The grand total of the revenue received to March 31, 1919, amounts to $331,117,775.47, of which $313,649,981.03 is from railways and $17,467,794.44 for canals.

TOLLS.

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

V.—RAILWAYS IN OPERATION.

INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic Ocean ports of Halifax, St. John, Sydney, and North Sydney to Ste. Rosalie, in the province of Quebec, with running rights over the Grand Trunk railway from this point to Montreal.

On March 1, 1898, the operation of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, was extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169·81 miles to the Government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city; also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria Bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable in like terms of ninety-nine years each, forever; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway, from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1·33 miles, was surrendered to the Government.

In September, 1911, the branch line, 12·52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

The Intercolonial railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney, and North Sydney, as well as the river St. Lawrence ports of Lévis, opposite Quebec and Montreal.

The total length of the road operated during the year ended March 31, 1919, was 1,563·81 miles, including 5·95 miles for the Vale railway.

WINDSOR BRANCH RAILWAY.

This road runs from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., where it connects with the Dominion Atlantic railway. It is 32 miles in length.

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

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

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

The road is 36·05 miles in length, and runs from Sackville to Cape Tormentine, New Brunswick, forming a connection between the Intercolonial railway and the new car ferry between Cape Tormentine, and Borden, Prince Edward Island.

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

PRINCE EDWARD ISLAND RAILWAY.

This railway extends the full length of the island, from Tignish, in the extreme northwest, to Elmira in the east, with branches to Borden, Murray Harbour, Georgetown and Souris.

The mileage in operation amounts to 276·29 miles of railway, and is of the narrow gauge of three feet six inches in width.

The distance from Charlottetown to Summerside and from Emerald Junction to Borden has been laid with a third rail making this part of the line available for the use of standard gauge rolling stock.

The connection with the mainland, across Northumberland strait, is made by the government-owned car ferry *Prince Edward Island,* which crosses the strait between Borden and Cape Tormentine, N.B.

The steamer *Northumberland* also crosses the strait from Summerside to Pointe du Chêne on the mainland. By the means of these ferries the Island railways are placed in direct connection with the Canadian Government Railways on the mainland.

The track to Cape Traverse for about one and one-half miles has been lifted and the line diverted to Borden, a station having been built at the first point to accommodate local traffic.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

Under an agreement, dated August 1, 1914, ratified by the Act of 1915, chapter 16, and under an Order in Council of August 27, 1914, a lease of this railway has

been entered into by the Government for a term not exceeding five years, at an annual rental of $90,000, payable half-yearly, with option of purchase at any time within that period for the sum of $2,700,000. The road was taken over, as part of the Government railway system, on August 1, 1914. It is 111·30 miles in length, extending from the Intercolonial Railway at Campbellton, N.B., to St. Leonards, N.B., on the Edmundston Branch of the Canadian Pacific Railway. The line is equipped with telegraph and telephone owned by the company, and is satisfactorily built and completed in all details.

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

ST. JOHN AND QUEBEC RAILWAY.

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

The road extends from Centreville to Gagetown, 120·35 miles. The portion from Centreville to Fredericton was taken over for operation by the Canadian Government Railways on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915.

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

HUDSON BAY RAILWAY.

This railway will extend from The Pas, Manitoba, a point on the river Saskatchewan, where connection is made with the Canadian Northern Railway system, to Port Nelson, on the Western coast of Hudson bay. Tide tables of Hudson bay, Hudson strait and James bay have lately been prepared by the Naval Service Department.

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

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

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

The railway was taken over from the contractor October 9, 1918, and has since been operated by the Canadian Government Railways' Management.

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

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

The preparation of a new set of charts of the Nelson River estuary was carried through. Surveys were made and the findings therefrom indicate very satisfactory conditions for navigation.

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

Communication with Port Nelson is afforded by means of Marconi wireless stations established at that point and at The Pas. The wireless station was closed temporarily at the end of the season.

The expenditure for the fiscal year ended March 31, 1919, was $562,557.80, making the total expenditure up to that date, $20,796,445.17.

VALE RAILWAY.

Under an Order in Council dated January 8, 1917, and authority of the Act of 1915, cap. 16, Geo. V, the Government has entered into an agreement with the Acadia Coal Co., Limited, for the leasing of the Vale railway for a period of ten years, at the rate of $1,200 a year from May 1, 1915, with the option of purchasing the railway at any time during the said period of ten years for the sum of $30,000.

This railway, which is about five and three-quarter miles in length, connects the coal mines at Thorburn, N.S., with the Intercolonial railway at New Glasgow.

The railway is operated by the Canadian Government Railways.

ST. MARTINS RAILWAY.

Under Orders in Council dated May 22, 1918, and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated July 18, 1918, was entered into between the Government and the St. Martins Railway Company for the purchase by His Majesty the King of the St. Martins railway for the consideration of $65,000, plus a release to the company of the outstanding accounts due the Canadian Government Railway system existing at June 1, 1918, and arising out of the operation of the company's line during the winter of 1917-18.

The railway joins the Intercolonial railway at Hampton, 22 miles from St. John, and runs southward to St. Martin's on the Bay of Fundy, a distance of thirty miles. It was taken over for operation as part of the Canadian Government Railways system on June 1, 1918.

The working expenses of the road during the fiscal year ended March 31, 1919, amounted to $45,930.81, and the revenue to $16,694.06. Further details on the operation of this railway will be found in Appendix II.

SALISBURY AND ALBERT RAILWAY.

Under Orders in Council dated May 22, 1918, and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated April 10, 1919, was entered into between the Government and the Salisbury and Albert Railway for the purchase of the line at the price of $75,000, plus the outstanding accounts due to the Canadian Government Railways, amounting to about $74,785.82.

This railway extends from Salisbury on the Intercolonial railway to Albert on Chignecto bay, a distance of forty-five miles, and has been operated since July 1, 1918, as part of the Canadian Government Railways system.

The working expenses of the road during the fiscal year ended March 31, 1919, amounted to $95,967.51, and the revenue to $44,472.

Further details concerning the operation of this railway will be found in Appendix II.

YORK AND CARLETON RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement dated August 29, 1918, was entered into between the Government and the York and Carleton Railway Company for the purchase of the York and Carleton railway for the consideration of $18,000, plus a release to the company from all claims in favour of the Canadian Government Railways system amounting to about $1,398.93, existing on June 1, 1918, and arising out of the operation of the company's line during the winter of 1917-18.

The railway, which is 10¼ miles in length, extends from Cross Creek on the Fredericton branch of the Canadian Government railways to Ryan Brook. The railway has been taken over and operated as part of the Government Railway system since June 1, 1918.

The working expenses of the road during the fiscal year amounted to $22,409.05, and the revenue to $6,954.35. Details relating to the operation will be found in Appendix II.

MONCTON AND BUCTOUCHE RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement was entered into between the Government and the Moncton and Buctouche Railway Company for the purchase, by His Majesty the King, of the Moncton and Buctouche railway for the consideration of $70,000 and a release to the company from all outstanding claims, amounting to about $42,026.27, existing up to and on June 1, 1918, when the Canadian Government Railway system took the line over for operation.

This railway is about 30 miles in length and extends from Moncton, N.B., to Buctouche on Northumberland strait.

The working expenses of the road amounted to $68,432.48, and the revenue to $32,610.20, during the last fiscal year.

Further details concerning operation will be found in Appendix II.

ELGIN AND HAVELOCK RAILWAY.

Under Orders in Council dated May 22 and August 30, 1918, and authority of the Act of 1915, cap. 16, an agreement was entered into between the Government and the Elgin and Havelock Railway Company for the purchase of the Elgin and Havelock railway by His Majesty the King for the consideration of $30,000, plus a release to the company from all claims existing on June 1, 1918, in favour of the Canadian Government Railway system, amounting to about $6,860.85.

This railway extends from Petitcodiac, westward, to Havelock, 12 miles, with a one-mile siding to Havelock Mineral Springs, and from Petitcodiac, southward, to Elgin, 14 miles.

The road was taken over for operation as part of the Canadian Government Railway system on June 1, 1918.

The working expenses of the railway during the fiscal year ended March 31, 1919, amounted to $48,343.40, and the revenue to $13,447.08.

Further details in connection with the operation of this road will be found in Appendix II.

REMARKS.

Owing to the fact that the several New Brunswick railways mentioned above have not a right of way of a definite width with clearly established boundaries, the province of New Brunswick passed an Act, 9 Geo. V, cap. 19, assented to April 15, 1919, to remedy this defect.

QUEBEC AND SAGUENAY RAILWAY.

Under the authority of the Acts of 1915, chapter 16, and 1916, chapter 22, an agreement dated July 25, 1916, was entered into by His Majesty the King and the Quebec and Saguenay Railway Company; the Quebec Railway Light and Power Company; the Lotbinière and Megantic Railway Company and the Quebec Railway Light, Heat and Power Company, for the purchase of the Quebec and Saguenay railway, described as extending from St. Joachim, Que., to Nairn Falls; the Lotbinière and Megantic railway, extending from Lyster to St. Jean des Chaillons, and the Quebec Railway, Light and Power Company's line extending from Quebec to St. Joachim.

The purchase price was to be the value thereof as determined by the Exchequer Court of Canada on certain basis set out in section 2 of the Act of 1916, chapter 22, and the date that the Government was to take the lines over fixed at June 30, 1916.

At the close of the fiscal year the Quebec and Saguenay Railway is the only railway of the above-mentioned lines yet taken over. This railway not being fully completed and the need of its being promptly completed being recognized, it was recommended by Mr. Gordon Grant, chief engineer of the Transcontinental Railway Commission, that the company's plan of contracting for the completion of the road with the original contractors, Messrs. O'Brien and Doheny, was the best and most reasonable way of completing the said railway.

Under authority of Orders in Council dated August 31, 1916, and February 15, 1917, an agreement was entered into by the Government with the contractors and

the Quebec and Saguenay Railway to pay the contractors out of the parliamentary vote available for the work to be performed on the railway under the direction of the chief engineer of the Transcontinental Railway Commission, the contractors agreeing that in the event of the Government not wishing to proceed any further with the acquisition of the railway that they would, upon notice, repay to the Government the sums paid to them as above mentioned, and, that, in the case of the acquisition of the railway being completed, any payments made to them would be considered as part payment on the purchase price. The railway company agreed to repay the contractors should these be called upon to make a refund of the amounts paid as above mentioned, the whole without prejudice to the rights of the Government and the railway company under the legislation and agreement existing between them in relation to the acquisition of the railway.

Under this agreement there was paid to March 31, 1918, the sum of $1,703,589.90, and in 1918-19, $1,149,900.79.

Under authority of the Appropriation Act of 1918, chapter 22, and of Order in Council dated March 4, 1919, the railway was finally purchased, free and clear of all charges, at public sale, held March 4, 1919, in Montreal, for the sum of $3,489,313.53, making the total cost of the road to date $6,342,804.22.

The line extends from Cap Tourmente, P.Q., to Murray Bay wharf, 55 miles, and from this point to Nairn's Falls, 7·3 miles, a total distance of 62·3 miles. Cap Tourmente is 30·5 miles distant from the city of Quebec.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement dated July 29, 1903, ratified by the Dominion Act of that year, chapter 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chapter 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chapter 122, undertook certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the "Eastern Division," between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the "Western Division," between Winnipeg and the Pacific ocean. The "Eastern Division" has been constructed by the Government under commissioners appointed by the Governor in Council, and on completion was to be leased to and maintained and operated by the company, who undertook to construct at their own cost, and maintain and operate, the "Western Division." The lease of the "Eastern Division" was to be for a period of fifty years, at a rental of 3 per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions to be equipped with modern and ample rolling stock by the company, the first equipment to be of a value of not less than $20,000,000.

By the Act of 1912, chapter 39, the construction of the "Eastern Division," and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure.

By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the chairman of the commission as then existing, was appointed as such commissioner. Mr. Leonard having resigned, the Minister of Railways and Canals was appointed commissioner by an Order in Council of July 3, 1914, as authorized by the Act of that year, chapter 43.

The several government expenditures on the "Eastern Division" were made from appropriations by Parliament for the purpose, on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities were furnished monthly.

Eastern Division—Moncton to Winnipeg.

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

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance, 285·25 miles, between Moncton, N.B., and Escourt, Que., a point 54·85 miles west of Edmundston, N.B. During the fiscal year 1914-15 the operation of the road was carried on by the Intercolonial Railway between Moncton and Chaudière, a distance of 455·15 miles.

On May 1, 1915, the National Transcontinental Railway from the city of Quebec to Winnipeg, a distance of 1,355·95 miles, was taken over for operation as part of the Canadian Government Railways system, and was put in operation as such on June 1, 1915.

On July 1, 1915, the Lake Superior Branch between Lake Superior Junction, on the Transcontinental Railway, and Fort William, Lake Superior, 191·75 miles, was taken over for operation by the Canadian Government Railways, having been leased by the Government from the Grand Trunk Pacific Railway Company.

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

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

The whole railway between Moncton and Winnipeg is operated by the Canadian Government Railways, under the Act of 1914, chapter 43, the distance being 2,006·75 miles, including the Lake Superior Branch, 191·75 miles, and the two branches into Quebec City; namely: the Cadorna branch, 5·88 miles, and the Champlain Market branch, 6·48 miles. The Quebec Bridge, 0·61 mile, is not included.

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

Western Division (Grand Trunk Pacific Railway).

The Western division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,748 miles, including the shore line of the terminal grounds.

It is divided into two sections, namely, the "Prairie Section" extending from Winnipeg, 915 miles to the east bank of Wolfe creek—a point 120 miles west of Edmonton, the capital of the province of Alberta, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals extend for a further distance of 3¼ miles around the water front of the city of Prince Rupert.

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

By way of assistance to the company in the construction of the "Western Division," it was provided that the Government should guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; but not to exceed $13,000 per mile in respect of the "Prairie Section," from Winnipeg to the eastern limit of the Rocky Mountains. This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

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

Payments from the proceeds of the bonds of the company for work done, etc., on the "Western Division," were made from time to time on certificates given by the Government chief engineer of this division, showing approved expenditure.

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

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

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

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

By the Act of 1914, chapter 34, authority was given for the guarantee of the principal and interest of an issue of 4 per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding $16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final and satisfactory settlement of all claims by the company for further aid in respect of the construction of the "Western Division."

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

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

By the Act of 1915, chapter 4, George V, assented to April 8th, 1915, authority was granted for a loan of $6,000,000 to the Grand Trunk Pacific Railway against a pledge by the company of its guaranteed securities, issued in pursuance of the provisions of "The Grand Trunk Pacific Guarantee Act 1914." The loan was made against a pledge of $7,500,000 of 4 per cent Sterling Bonds, part of $16,000,000 guaranteed by the Government. This loan is repayable May 1, 1919. The first $2,000,000 of this loan is at the rate of 5 per cent, and the balance at 6 per cent per annum.

By the Act of 1916, chapter 29, 6-7 George V (appropriation Act No. 2), authority was granted for a loan of $8,000,000 at 6 per cent interest to the Grand Trunk Pacific Railway System to meet interest on securities and deficit on operation.

Under this Act loans to the amount of $7,081,783.45 were made. This loan is repayable on demand.

By the Act of 1917, chapter 7-8 George V (appropriation Act No. 4), authority was granted for a loan to the Grand Trunk Pacific Railway System, of $7,500,000 at 6 per cent interest, repayable on demand. This loan was authorized for the payment of interest on securities and deficit on operation. Under this Act loans to the amount of $5,038,053.72 were made.

By the Act of 1918, chapter 52, 8-9 George V (appropriation Act No. 2), authority was granted for a second loan of $7,500,000 at 6 per cent interest, to the Grand Trunk Pacific Railway System, repayable on demand. This loan was authorized for the payment of interest on securities, deficit on operation, for betterments, and the purchase of equipment. Under this Act loans to the amount of $7,471,399.93 were made.

The Western Division, including the Lake Superior Branch, is commonly called the "Grand Trunk Pacific Railway."

VI.—STATEMENT OF THE GRAND TRUNK PACIFIC RAILWAY SYSTEM.

DESCRIPTION OF THE RAILWAY.

The Grand Trunk Pacific Railway is composed of the Prairie Section and the Mountain Section of the Western Division of the National Transcontinental Railway, extending from Winnipeg, Man., to the sea port of Prince Rupert on the Pacific Ocean coast, and the Lake Superior Branch, extending from Port Arthur on lake Superior to its junction with the National Transcontinental railway, a distance of 194·44 miles. The Prairie Division is 913·82 miles and the Mountain Section 763·95 miles in length, making a total of 1,677·77 miles for the Western Division and a total of 1,872·21 miles including the Lake Superior Branch. The lines of railway leased amount to 3·80 miles and the lines operated under trackage rights to 112·50 miles. These lines are not included in the mileage of 1,677·77 of the Western Division mentioned above. The Lake Superior Branch is operated by the National Transcontinental railway under a lease for 999 years. The Western Division is entirely built from Winnipeg to Prince Rupert and has been in operation since 6th September, 1914.

GUARANTEES.

Under the authority of the Act of 1905, chapter 98, 3 per cent first mortgage bonds, maturing January 1, 1962, were guaranteed to the amount of £14,000,000 or..	$68,133,333 33
Secured by first mortgage on the Prairie and Mountain Section, under authority of the Act of 1914, chapter 34, 4 per cent sterling bonds maturing January 1, 1862, were guaranteed to the extent of..	16,000,000 00
This amount is guaranteed by mortgage on the Western Division of the Grand Trunk Pacific Railway; on the Lake Superior Branch; on the rolling stock of the Eastern Division of the National Transcontinental; also all the shares of the Grand Trunk Pacific Development Company, $2,999,000 fully paid-up; the Grand Trunk Pacific Branch Lines Company, $990,000, 20 per cent paid-up; the Grand Trunk Pacific Terminal Elevator Company, $500,000 fully paid-up; the Grand Trunk Pacific Telegraph Company, $98,800, 25 per cent paid-up. Of these 4 per cent sterling bonds $8,440,848 was sold and $7,500,000 issued as security on a loan of $6,000,000.	
The 2nd guarantee of 3 per cent bonds was accepted by the Grand Trunk Pacific Railway and the Grand Trunk Railway Company as releasing the Dominion from giving under Act of 1905, chapter 98, any further guarantees on construction account of the Western Division of the National Transcontinental Railway.	
Total..	$84,133,333 33

LOANS.

Under authority of the Act of 1909, chapter 19, secured by the pledge of 4 per cent bonds maturing April 1, 1919, themselves secured by a mortgage on the Prairie Section and also secured by the Grand Trunk Railway, a loan was made by the Government amounting to.. .. .. .. $10,000,000 00

Under authority of the Act of 1913, chapter 23, secured by 4 per cent debentures maturing July 1, 1923, guaranteed by the Grand Trunk Railway, such guarantee by them constituting a liability of the company in priority to all the share capital of the company whether preference, guaranteed, or ordinary stock, a loan was made by the Dominion amounting to.. .. .. 15,000,000 00

Secured by a pledge of $7,500,000 of 4 per cent sterling bonds, maturing January 1, 1962, authorized by the Act, Cap. 4, Geo. V, assented to April 8, 1915, an issue under the Act of 1914, amounting to $16,000,000, the following loans due May 1, 1919, have been made:—

Under authority of Order in Council dated September 5, 1914..	$2,000,000 00
Under authority of Order in Council, dated September 26, 1914..	2,000,000 00
Under authority of Order in Council, dated October 24, 1914.	1,000,000 00
Under authority of Order in Council, dated November 20, 1914..	1,000,000 00
	6,000,000 00

On the first loan the rate of interest is 5 per cent, for the next three loans, 6 per cent a year.

Under Appropriation Act No. 2, of 1916, a further loan of $8,000,000 at 6 per cent interest, was authorized, to pay interest on securities, deficit on operations and the purchase of rolling stock, secured by mortgage on the Western Division and the Lake Superior Branch, and also the shares of stock referred to in the guarantee of $16,000,000 mentioned above.

Accordingly the following sums were paid under authority of Order in Council, dated July 8, 1916.

Cert. No. 1—Interest.	$2,684,042 02
Cert. No. 2—Misc. expenditure	524,282 45
Cert. No. 3—Interest.	1,189,416 96
Cert. No. 4— "	940,585 06
Cert. No. 5— "	554,040 00
Cert. No. 6— "	1,189,416 96
	7,081,783 45

Under Appropriation Act No. 4, 1917, a further loan of $7,500,000 at 6 per cent interest was authorized on the same security as the above loan of $8,000,000. Under this appropriation the following payments were made:—

Certificate.	Purpose.	Date of O.C.	Amount.
No. 1.	Interest.	Oct. 26, 1917..	$1,209,965 14
No. 2.	"	Oct. 26, 1917..	403,380 00
No. 3.	"	Oct. 26, 1917..	340,433 28
No. 5.	"	Dec. 24, 1917..	1,189,416 96
No. 6.	Equipment.	Jan. 17, 1918..	36,400 00
No. 7.	"	Jan. 17, 1918..	23,400 00
No. 8.	Interest.	Mar. 7, 1918..	940,585 06
No. 9.	"	Mar. 26, 1918..	554,040 00
No. 10.	"	Apr. 10, 1918..	340,433 28
			5,038,053 72

Certificate No. 2 for the amount of $554,040 was approved and paid for to the amount of $403,380 only.

Certificate No. 4 was not approved of.

Under Appropriation Act No. 1, of 1918, a second loan of $7,500,000 at 6 per cent interest was authorized on the same security as the first two loans above. The following payments were made:—

Certificate.	Purpose.	Date of O.C.	Amount.
No. 1.	Interest.	June 3, 1918..	$1,189,416 96
No. 2.	"	Aug. 5, 1918..	940,585 06
No. 3.	"	Sept. 12, 1918..	554,040 00
No. 4.	"	Sept. 19, 1918..	359,196 41
No. 5.	"	Oct. 4, 1918..	340,433 28
No. 6.	Equipment.	Oct. 17, 1918..	500,000 00
No. 7.	"	Nov. 13, 1918..	500,000 00
No. 8.	Interest.	Dec. 19, 1918..	1,189,416 96
No. 9.	Deficit in operations.	Jan. 9, 1919..	975,000 00
No. 10.	Deficit in operations.	Feb. 17, 1919..	923,311 26
			$ 7,471,399 93

LOANS.—*Concluded.*

Certificate No. 11 for $28,600.07, authorized by Order in Council, dated March 3, 1919, was not paid for.	
The total of the loans as above amounts to	50,591,237 10
The total sum of the guarantees and of the loans as above mentioned amounts to	134,724,570 43

DOMINION GOVERNMENT'S INVESTMENT.

To March 31, 1919, the Dominion has invested in the Grand Trunk Pacific Railway System the following amounts:—		
Loans		$50,591,237 10
Purchase of 3 per cent 1962 bonds		33,093,333 23
		$83,684,570 33
Interest due to March 31, 1919		6,341,378 72
		$90,025,949 05

DOMINION GOVERNMENT'S LIABILITY.

This liability has been reduced as follows:—		
By purchase of 3 per cent bonds	$33,093,333 23	
By pledge of 4 per cent bonds, due May 1, 1919, received as security for loan of $6,000,000	7,500,000 00	
		$40,593,333 23
Balance of bonds, still outstanding guaranteed by the Dominion		$43,540,000 10

STATEMENTS OF BONDS, DEBENTURES, ETC., ISSUED BY THE GRAND TRUNK PACIFIC RAILWAY.

3 per cent mortgage bonds, maturing January 1, 1962, guaranteed by Dominion Government	$ 68,133,333 33
4 per cent sterling bonds, maturing January 1, 1962, guaranteed by Dominion Government	16,000,000 00
Total	$ 84,133,333 33
4 per cent sterling bonds. Series A and B maturing April 1, 1955, amount £4,150,000 guaranteed by the Grand Trunk Railway Company	$ 20,169,000 00
4 per cent first mortgage bonds, maturing April 1, 1955, guaranteed by the Grand Trunk Railway Company	7,533,000 00
4 per cent debentures, maturing July 1, 1923, guaranteed by the Grand Trunk Railway Company	15,000,000 00
4 per cent mortgage bonds, maturing April 1, 1919, guaranteed by the Grand Trunk Railway Company	10,000,000 00
Total	$ 52,702,000 00
4 per cent debenture stock, perpetual, guaranteed by the Grand Trunk Railway Company as to interest only on certain terms	$ 50,000,000 00
$35,000,000 of this last stock has been issued and $15,000,000 pledged as security on seven-year 5 per cent notes guaranteed by the Grand Trunk Railway by endorsement for £2,000,000 sterling, sold at a discount for $9,720,000 par at $4,866 being	$9,732,000 00

GUARANTEES.

Total amount of bonds guaranteed by Dominion Government as above	$ 84,133,333 33
Total amount of bonds and notes guaranteed by the Grand Trunk Railway Company as above, not adding in 4 per cent perpetual debenture stock, guaranteed as to interest only, as shown above	62,434,000 00
Loans, guaranteed, as shown in a previous statement	50,591,237 10
Total	$113,025,237 10
Interest due on above to March 31, 1919, and still unpaid for	6,341,378 72
Total	$119,366,615 82
Interest on perpetual 4 per cent debentures	?
Total	$119,366,615 82

BONDS AND DEBENTURES OWNED BY OR PLEDGED TO THE DOMINION GOVERNMENT.

3 per cent bonds, maturing January 1, 1962, and purchased under authority of Act of 1913, chapter 24	$ 33,093,333 33
Bonds and debentures pledged to the Government as security loans:—	
4 per cent debentures, maturing July 1, 1923	15,000,000 00
4 per cent mortgage bonds, maturing April, 1919	10,000,000 00
4 per cent sterling bonds, maturing 1962	7,500,000 00
	$ 65,593,333 33

GRAND TRUNK PACIFIC RAILWAY SYSTEM RECEIVERSHIP.

Following a letter dated March 4, 1919, from Frank Scott, Esq., Vice-President and Treasurer of the Grand Trunk Pacific Railway System, stating that it would not be possible for the Grand Trunk Pacific Railway System to continue its operations after March 10, 1919, an Order in Council, dated March 7, 1919, was passed appointing the Minister of Railways and Canals as Receiver for the Grand Trunk Railway System.

In this Order in Council the Grand Trunk Pacific Railway System is defined in clause "1" as follows:—

1. The lines of railways and their appurtenances and the undertaking and works of the Grand Trunk Pacific Railway Company; of the Grand Trunk Pacific Branch Lines Company, and of the Grand Trunk Saskatchewan Railway Company.

2. The lines of telegraph and their appurtenances and the undertaking and works of the Grand Trunk Pacific Telegraph Company.

3. The steamships, vessels and their appurtenances and the undertaking and works of the Grand Trunk Pacific Steamship Company.

4. The properties, hotels, and appurtenances and the undertaking and works of the Grand Trunk Pacific Development Company.

An Order in Council dated March 13, 1919, also includes with the above,—

The properties, elevators, terminals, appurtenances and the undertaking and works of the Grand Trunk Pacific Terminal Elevator Company, Limited.

The Order in Council of March 7, 1919, defines the powers of the Receiver as follows:—

> "2. The Minister of Railways and Canals is hereby appointed Receiver of the Grand Trunk Pacific Railway System, and such Receiver shall have and exercise with respect to the said system and every part thereof and to the companies included therein, powers and duties similar to those of a Receiver under section 26 of the Exchequer Court Act."

The Receiver, by the same Order in Council, was authorized to take possession of the system, as above defined, on March 10, 1919, or on such earlier day as the Grand Trunk Pacific Railway System or any company included in the system may cease to operate efficiently its undertaking and works or any portion thereof.

Clause 9 of the Order in Council limits the responsibility of the Government of Canada and of the Receiver as follows:—

> "9. Nothing in this order contained, and nothing done or to be done under the authority hereof, shall render the Government of Canada or the Government Receiver, or any one acting under the authority of the Government Receiver, or of the Exchequer Court, liable to the Grand Trunk Railway Company of Canada, or to any company included in the Grand Trunk Pacific Railway System, or to any creditor, or holder of any bonds, debentures, debenture stock or other securities of the said companies or any of them, for any claim by reason of the making of this order, or of anything done or to be done under the authority hereof, or under the authority of the Government Receiver or of the Exchequer Court, nor shall afford any defence to, nor shall prejudice any claim, action, or proceeding of the Government of Canada which the Government might lawfully make or take had this order not been made."

The Receiver, as such, and under above mentioned authority, took possession of the Grand Trunk Pacific Railway System on Monday March 10, 1919, at one o'clock.

Up to March 31, 1919, under authority of the Order in Council of March 10, 1919, the Dominion has advanced to the Receiver the sum of $500,000 for the purpose of keeping the railway in operation.

The Orders in Council of March 7 and 13, 1919, referred to above, were later confirmed by an Act of Parliament, assented to June 6, 1919.

At the date of March 9, 1919, the Grand Trunk Pacific Railway System is reported to have been operating a mileage of 1,988·51 miles, of which 1,872·21 are owned, 3·80 miles leased and 112·50 miles operated under trackage rights.

VII.—QUEBEC BRIDGE.

The expenditure during the fiscal year amounted to $656,761.79. The total expenditure by the department on the reconstruction of the bridge amounts to $14,832,623,64. Other expenditure during previous years, such as $534,655.14, paid under the head of "Income"; $374,353.33 paid for subsidies during 1901, 1902, and 1903; and the sum of $6,975,266.20, paid by the Finance Department, less the sum of $100,000, received from the Phœnix Bridge Company, bring the total expenditure to the sum of $22,616,898.31. The accountant, in his report, page 19, Appendix I, shows fuller details of the above expenditure.

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

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

Appendix IV, Report of the Chairman of the Board of Engineers, gives the details of the work done for completion of the bridge.

The bridge was taken over from the contractors and accepted as complete on the 18th of November, 1918.

VIII.—WELLAND SHIP CANAL.

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

The present canal lies between Port Colborne, lake Erie, and Port Dalhousie, lake Ontario. Its length is 26¾ miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.

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

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

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

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

The work is divided into nine sections, of which section No. 1, approximately 3 miles, at the lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately 4⅓ miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913.

In view of existing war conditions, contract work on the canal was suspended under notices served in January, 1917, and only maintenance work carried on up to January, 1919.

After the armistice it was decided to resume construction again and in January, 1919, contracts were entered into for the resumption of work on sections 1, 2, 3, and 5, on a "cost plus" percentage basis.

During the fiscal year the sum of $1,823,875.96 was spent on capital account, making the total expenditure under this head, $16,752,845.54.

IX.—HALIFAX DISASTER AND RESTORATION.

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

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

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

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

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

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

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

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

The actual expenditure for Restoration on account of Canadian Government Railways for the fiscal year amounted to $335,384.68, making a total expenditure of $1,181,690.21 to March 31, 1919.

In addition to the above, an expenditure of $200,122.50 was made on account of repairs to buildings, etc., at H.M.C. Dockyard, making a total expenditure of $330,928.69 on this account to March 31, 1919, which amount has been collected from the Department of Naval Service.

The balance of work necessary to repair damage caused to Canadian Government Railways property by disaster at Halifax, N.S., on December 6, 1917, was completed in the year 1918-19, and the staff disbanded.

X.—RAILWAY SUBSIDIES.

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

The payments made on subsidy account during the year ended March 31, 1919, amounted to $218,805.32.

XI.—CANADIAN NORTHERN RAILWAY.

ACQUISITION AND TRANSFER OF THE CAPITAL STOCK.

In 1913, as authorized by clauses Nos. 8 and 9 of Act 3-4 George V, chapter 10, the Canadian Northern Railway Company was authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, fully paid up and non-assessable, seventy thousand shares of the common stock of the Canadian Northern Railway Company, upon the consideration of the Governor in Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company certain subsidies on a mileage of railway to be built not exceeding 1,170 miles. This stock was duly transferred.

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

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

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

held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares, the price to be determined by arbitration.

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

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

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

The agreement between His Majesty; Mackenzie, Mann and Company, Limited, and the Bank of Commerce, is printed in full in Appendix VI, Annual Report of 1918.

After application had been made by the Canadian Northern Railway for the assistance authorized by section three of the said Act, an Order in Council, dated the 15th day of November, 1917, was passed, authorizing the Minister of Finance to give the assistance provided for in the Act (chapter 24, 7-8 George V) on and after the transfer of at least five-sixths of the 600,000 shares, and to make advances out of the Consolidated Revenue Fund up to and not exceeding twenty-five million dollars, such payment to be made only as certified by the financial comptroller of the Department of Railways and Canals, and approved by the Minister of Finance; such advance to be for the purpose of paying and settling any indebtedness of the company.

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

The arbitration not having been completed on March 1, 1918, according to the term of the agreement, subsequent agreements authorized by Order in Council were made extending the time for completion to June 1, 1918.

On the 31st of May, 1918, the arbitrators gave their award, and gave the value of the 600,000 shares of stock as being $10,800,000.

Under authority of the Order in Council, dated September 7, 1918, the sum of $8,500,000 was paid to Mackenzie, Mann and Company, Limited, and the Canadian Bank of Commerce, for 510,000 shares.

The purchase of the remaining 90,000 shares was authorized by an Order in Council, dated October, 1918.

Following the purchase of all of the common stock of the Canadian Northern Railway, under authority of an Order in Council, dated November 20, 1918, the Board of Directors of this railway was appointed a board of management of the

Canadian Government Railways, and given the powers vested in the general manager, under the regulations adopted under authority of an Order in Council, dated January 22, 1914.

On the 20th day of December, 1918, an Order in Council was passed, directing and authorizing the Board of Directors of the Canadian Northern Railway Company to use, as a collective and descriptive designation, the name "Canadian National Railways" for the lines of railway and railway properties controlled or operated by the board.

At the close of the fiscal year, the Minister of Finance and Receiver General of Canada held, in trust for His Majesty, 984,000 fully-paid-up and non-assessable shares of the common stock of the Canadian Northern Railway Company, amounting to $98,400,000, par being $100 a share, for which the sum of $9,733,333.24 has been paid, and steps have been taken in the purchase of the last 16,000 shares, which are held by the province of British Columbia.

CANADIAN NORTHERN RAILWAY SYSTEM.

DESCRIPTION.

This transcontinental railway system had its inception in 1889, when a railway charter passed by the Manitoba Legislature provided for the construction of the Lake Manitoba Railway and Canal Company's railway. This charter, however, was not acted upon until 1896, when it was purchased by Messrs. Mackenzie and Mann, who immediately commenced the construction of the line from Gladstone to Winnipeg, a distance of 123·4 miles. This line was put in operation January 3, 1897.

In the same year construction was started on the line east from Winnipeg to the Great Lakes. This road is known as the Manitoba and South Eastern railway, and on November 28, 1898, part of the line was put in operation from St. Boniface to Marchand, a distance of 45·4 miles, making a total of 168·8 miles in operation.

On November 15, 1899, the line from Sifton Junction to Swan river, 83·8 miles, was opened, making 252·6 miles in operation at the end of 1899.

In 1900 the Swan River line was opened to Erwood, 92·5 miles, also the line from Gilbert Plains to Grand View, 26·6 miles. During this year, the Port Arthur, Duluth and Western railway from Port Arthur to Gunflint, 86·7 miles, was purchased. This brought the total mileage to 564·5 at the end of 1900, and the Canadian Northern railway was then brought into existence for the control of the lines already constructed and also for future developments.

In 1901 the company leased the Northern Pacific line in Manitoba.

In 1902, the Manitoba and South Eastern railway was completed to Stanley Junction, adding 211·5 miles to the system.

In 1903, the Great Northern railway of Canada and the Chateauguay and Northern railway in the province of Quebec, and the Central railway in Nova Scotia were acquired, adding 343·8 miles more.

In 1904, the above lines, with the mileage constructed throughout Canada, gave 1,932·3 miles in operation.

In 1905, the main line was opened from Kamsack to Edmonton, adding 546·3 miles to the system. The Halifax and South Western railway, 99·4 miles, was opened for operation.

In 1906, the company purchased the Qu'Appelle, Long Lake and Saskatchewan railway from Regina to Prince Albert, adding 249·3 miles to the system. The line from Toronto to James Bay Junction, 146·9 miles, was opened, and the Halifax and Yarmouth railway, 50·2 miles, from Yarmouth to Barrington, and the Middleton and Victoria Beach railway, 39·4 miles, purchased.

In 1907, the Halifax and South Western railway was completed to Liverpool, N.S.

In 1908, the Quebec and Lake St. John railway was acquired, also the lines of the Niagara, St. Catharines and Toronto railway.

In 1909, the company acquired the Duluth, Rainy Lake and Winnipeg railway from Fort Francis to Virginia, 98 miles, and also the Central railway of Ontario. At the end of the year, the system had in operation 4,858·8 miles of railway.

In 1910, the Bay of Quinte railway was acquired, also the Brockville, Westport and Northwestern railway, and the Irondale and Bancroft railway.

In 1911, the branch from Virginia to Duluth, U.S.A., was opened, giving through connection between Duluth to Winnipeg, Man.

In 1912 the extension from Edmonton to Athabaska Landing, on the Mackenzie river, was opened.

In 1913 and 1914, over 800 miles of line were constructed and put in operation. The system, at the end of 1914, operated over 7,403 miles of railway.

In 1915, there was a mileage of 6,394·3 miles of western lines, and 2,967·5 of eastern lines, a total of 9,361·8 miles in operation.

By 1916, the system had become a transcontinental railway with a great future; but owing to financial conditions caused by the Great War, only a moderate expansion of the system as to railroad building took place, which condition prevailed up to the end of 1917, when the system is reported as being 9,513 miles in length; 3,211 miles of main line, and 6,302 miles of branches.

In 1917, the Dominion Government bought the common stock of the Canadian Northern Railway as from the date of September 30, 1917, since which the Canadian Northern Railway System has been operated by a board of management appointed by the Government of Canada.

In 1918-19, the system is reported as owning 9,067·5 miles of railway, and operating 9,414·8, not including the joint running rights over 151·7 miles, a total of 9,566·5 miles.

The following is a statement of the mileage in operation by periods of five years:—

	Miles.		Miles.
1899	252·6	1909	4,858·8
1904	1,932·3	1914	7,403·1
		1919	9,067·5

The system operates 347·3 miles of the Northern Pacific railway in Manitoba, and has running rights on 151·7 miles of other railways, giving a total mileage in operation of 9,566·5 miles.

It is reported that the system is serving centres containing 90 per cent of the total urban population in the province of Alberta; 97 per cent of the population of towns and cities in the province of Saskatchewan having more than 1,000 population, and also 97 per cent of points of similar size in the province of Manitoba.

The eastern lines have been constructed to reach the principal manufacturing centres of Ontario and Quebec with a minimum of mileage, and with the line to Hamilton built, the railway has lines in cities containing 60 per cent of the urban population, and producing 70 per cent of the total manufactured products of all the provinces.

In British Columbia, the main line serves all the points between the provincial boundary line at the Yellowhead pass and the Pacific ocean by way of Kamloops, New Westminster and Vancouver.

GRADIENTS.

From Montreal to Winnipeg, the maximum grade is six-tenths of one per cent, except for a distance of 60 miles west of Port Arthur, where it is one per cent.

The line is almost level from Winnipeg to Dauphin, 178 miles, and except for a short distance of one mile, where there is a one per cent grade, and another where there is for a short distance a grade of six-tenths of one per cent, the grade to the summit of the Rockies, and to 60 miles beyond, is five-sixths of one per cent.

From Albreda to the coast, the grade is four-tenths of one per cent.

Coming eastward from the coast, except for a distance of about 50 miles in the Rockies, where the grade is seven-tenths of one per cent in places, the grade to Port Arthur is generally about five-tenths of one per cent. From Port Arthur to North Bay, a distance of 660 miles, the grade is four-tenths, which is a great advantage considering the heavy traffic eastward-bound. The grade from this point to Montreal is also four-tenths, except for a distance of 10 miles east of North Bay, where the grade is five-tenths.

It is important to note that the grades are easier for eastward-bound traffic, which traffic is considerably the heaviest.

When the "Inaugural Special" crossed the continent in 1915, the value of low gradient was shown by one ordinary locomotive hauling a train of fifteen heavy coaches, mostly sleeping cars, through to the Pacific coast, without the slightest evidence of trouble. This train, at the time, was the heaviest ever hauled across the Rocky mountain range by an ordinary locomotive.

MILEAGE.

STATEMENT OF MILEAGE AT DATE OF JUNE 30, 1917, BY PROVINCES.

Province.	Main line.	Branches.	Total
Alberta	436	830	1,266
British Columbia	513	27	540
Manitoba	364	1,631	1,995
Nova Scotia	.....	370	370
Ontario	1,248	974	2,222
Quebec	206	479	685
Saskatchewan	400	1,820	2,220
	3,167	6,131	9,298
State of Minnesota	44	171	215
	3,211	6,302	9,513

There is also in operation 61·6 miles of electric railways, all in the province of Ontario.

GENERAL REMARKS.

The greatly increasing weight of train loads in modern railroading practice necessitated that the main line be constructed to a standard that would obviate forever the revisions of grades or replacement of rails. These on the main line are of 80-pound steel. The possession of favourable grades gives the line great economy of operation, especially in carrying the two commodities offering the greatest volume, namely, lumber from the Pacific slope, and grain from Western Canada and the prairies to the Atlantic seaboard.

The main line from Montreal to Vancouver, where weight of rail is 80 pounds, is superior to any line crossing the continent of America in point of grades and curvatures favouring traffic, and it is an established fact that the railway must assume a commanding position when traffic has grown sufficiently for the use of heavy train loads. The fact of the system being transcontinental makes the railway less dependent on the grain crop than was the case formerly, as it is bound to have necessarily a more diversified traffic at more remunerative rates.

CONSTITUENT AND SUBSIDIARY COMPANIES COMPRISED IN THE CANADIAN NORTHERN RAILWAY SYSTEM.

Constituent Companies.

The Canadian Northern Railway Company.
The Canadian Northern Ontario Railway Compnay.
The Canadian Northern Quebec Railway Company.
Mount Royal Tunnel and Terminal Company, Limited.
Canadian Northern Pacific Railway Company.
Canadian Northern Alberta Railway Company.
Canadian Northern Western Railway Company.
The Canadian Northern Saskatchewan Railway Company.

The Canadian Northern Manitoba Railway Company.
Duluth, Winnipeg and Pacific Railway Company.
Duluth, Winnipeg and Pacific Railroad Company.
Duluth, Rainy Lake and Winnipeg Railway Company.
Central Ontario Railway.
The Halifax and South Western Railway Company.
The Bay of Quinte Railway Company.
The Irondale, Bancroft and Ottawa Railway Company.
The Marmora Railway and Mining Company.
The Northern Consolidated Holding Company, Limited.
The Quebec and Lake St. John Railway Company.
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.
The Minnesota and Manitoba Railroad Company.
The Bessemer and Barry's Bay Railway Company.
The Toronto, Niagara and Western Railway Company.
The James Bay and Eastern Railway Company.
The St. Charles and Huron River Railway Company.
The Toronto Eastern Railway Company.
The Toronto Suburban Railway Company.
The Niagara, St. Catharines and Toronto Railway Company.
Canadian Northern System Terminals (Limited).
The Minnesota and Ontario Bridge Company.
The Lake Superior Terminals Company, Limited.

Subsidiary Companies.

The Canadian Northern Telegraph Company.
The Great North Western Telegraph Company of Canada.
The Winnipeg Land Company, Limited.
St. Boniface Western Land Company.
The Canadian Northern Railway Express Company, Limited.
The Canadian Northern Express Company.
Canadian Northern Steamships, Limited.
The Niagara, St. Catharines and Toronto Navigation Company, Limited.
Canadian Northern Rolling Stock, Limited.
The Imperial Rolling Stock Company, Limited.
The Canadian Northern Transfer Company, Limited.
Toronto Dwellings, Limited.
Canadian Northern Realties, Limited.
Federal Properties, Limited.

CANADIAN NORTHERN.

CONSOLIDATED.

ASSETS. AT DECEMBER 31, 1918.

	$ cts.	$ cts.
Investments—Property investment—		
Investment in road and equipment including discount on funded debt ..	488,528,408 94	
Acquired securities. Schedule A.	46,372,891 71	
Terminal and other properties..	6,254,155 92	
		541,155,456 57
Cash in trust accounts held in respect of construction work, sinking funds and other special accounts—		
Dominion Government..	1,443,816 68	
Province of Manitoba..	47,977 47	
Province of Saskatchewan..	1,202,825 24	
Province of Alberta..	2,333,064 77	
Province of Ontario..	216,504 60	
Province of British Columbia..	2,451,090 06	
Sinking funds..	299,065 09	
National Trust Company..	3,331,377 61	
British Admiralty..	281,461 32	
British Empire Trust Company (trustees account)..	19,948 41	
National Trust Company on account of land sales..	2,180,066 66	
Pennsylvania Company re Equipment Series A, 1918..	2,984,664 10	
		16,791,862 01
Lands unsold..		19,602,525 00
National Trust Company certificates re Land grant bonds issue, 1899 (these held by bank as collateral to loans)..		1,657,500 00
Other investments (at cost)..		2,979,059 20
Current assets—		
Cash in bank..	2,885,162 91	
Balance due from agents, station balances, etc. (net)..	3,061,619 62	
Miscellaneous accounts receivable.. ..	8,464,744 35	
Deferred payments on account of land sales and accrued interest..	6,607,961 63	
Materials and supplies on hand as per books..	6,996,270 01	
		28,015,758 52
Deferred charges—		
Proportion of discount on funded debt.	800,067 79	
Insurance premiums paid in advance..	476,260 62	
Unadjusted debits (net balance).. ..	780,579 88	
		2,056,908 29
Advance by the Canadian Northern Railway Company to affiliated companies. per contra..		10,494,459 41
		622,753,529 00

NOTE.—The Ontario Government questions the title of the Canadian Northern Ontario Railway to the lands granted in respect of construction of lines in Ontario which are valued by the company at $6,000,000.

RAILWAY SYSTEM.

BALANCE SHEET.

LIABILITIES AT DECEMBER 31, 1918.

	$ cts.	$ cts.
Capital stock—Common		100,000,500 00
Capital stock—Affiliated companies	75,429,500 00	
Less—Held in treasury	69,514,300 00	
		5,915,200 00
		105,915,700 00
Long term funded debt—		
Canadian Northern Railway Company, Schedule B	128,543,062 19	
Affiliated companies, Schedule. C	125,186,538 42	
	253,729,600 61	
Five per cent income charge convertible debenture stock	24,999,500 00	
Equipment trust obligations	15,141,000 00	
		293,870,100 61
Short term loans secured by collateral or mortgage—		
Demand and short term loans		166,355,148 32
Current liabilities—		
Audited vouchers and other floating liabilities	13,173,091 02	
Pay rolls	2,971,076 44	
Interest matured (since paid)	2,305,133 41	
Accrued interest on bonds loans and equipment securities—		
Operating $2,964,616 17		
Construction 171,356 44		
	3,135,972 61	
Taxes accrued	909,657 67	
		22,494,931 15
Reserves—		
Steamship replacement fund	3,315,795 68	
Equipment replacement fund	1,674,024 15	
Insurance fund	701,145 07	
		5,690,964 90
Advances to affiliated companies by Canadian Northern Railway Company, per contra		10,494,459 41
Surplus		17,932,224 61
		622,753,529 00

C. E. FRIEND,
Comptroller.

We have examined the books and records of the Canadian Northern Railway System for the fifteen months ending December 31, 1918, and we certify that in our opinion the above balance sheet is properly drawn so as to exhibit a true and correct view of the affairs of the system at December 31, 1918, and is in accordance with the books and the explanations and information given us.

WEBB, READ & COMPANY,
Chartered Accountants

TORONTO, ONT., July 7, 1919.

CANADIAN NORTHERN RAILWAY SYSTEM.

INCOME STATEMENTS.

INCOME STATEMENT, THREE MOUTHS TO SEPTEMBER 30, 1917.

	$ cts.	$ cts.
Revenue	10,591,807 57	
Subsidiary miscellaneous earnings	459,231 66	
		11,051,039 23
Working expenses	8,667,867 95	
Taxes, rentals, joint facilities, etc.	465,531 47	
		9,133,399 42
Net earnings		1,917,639 81
Fixed charges—Canadian Northern Railway	1,672,056 91	
Fixed charges—Affiliated companies.	1,068,641 09	
Interest on demand and short term notes—		
Government	346,759 67	
Other	714,828 70	
		3,802,286 37
Deficit carried to profit and loss statement.		1,884,646 56

INCOME STATEMENT, THREE MONTHS TO DECEMBER 31, 1917.

	$ cts.	$ cts.
Revenue	11 264,978 56	
Subsidiary miscellaneous earnings	361,566 21	
		$11,626,544 77
Working expenses	9,853,944 56	
Taxes, rentals, joint facilities, etc.	326,934 21	
		10,180,878 77
Net earnings		1,445,666 00
Fixed charges—Canadian Northern Railway	1,915 196 47	
Fixed charges—Affiliated companies.	1,058,807 12	
Interest on demand and short term notes—		
Government	449,332 61	
Other	356,382 33	
		3,779,718 53
Deficit carried to profit and loss statement.		2,334,052 53

INCOME STATEMENT, FISCAL YEAR ENDING DECEMBER 31, 1918.

	$ cts.	$ cts.
Revenue	47,310,011 91	
Subsidiary miscellaneous earnings	1,752,700 59	
		49,062,712 50
Working expenses	44,062,949 94	
Taxes, rentals, joint facilities, etc.	1,599,325 32	
		45,662,275 26
Net earnings		3,400,437 24
Fixed charges—Canadian Northern Railway	6,875,465 58	
Fixed charges—Affiliated companies	4,301,207 57	
Interest on demand and short term notes—		
Government	3,926,279 61	
Other	2,795,294 22	
		17,898,246 98
Deficit carried to profit and loss statement.		14,497,809 74

CANADIAN NORTHERN RAILWAY SYSTEM.

PROFIT AND LOSS STATEMENTS.

PROFIT AND LOSS STATEMENT, AT SEPTEMBER 30, 1917.

	$ cts.	$ cts.
Deficit on income account	1,884,646 56	
Discount etc., on funded debt	49,687 25	
Reserve for bad or doubtful debts	400,000 00	
	2,334,333 81	
Less—		
Delayed income, debits and credits, credit balance	121,175 07	
	2,213,158 74	
Adjustment of land sales	164,687 03	
Net deficit		2,377,845 77
Surplus brought forward		37,321,946 08
Total surplus to profit and loss		34,944,100 31

PROFIT AND LOSS STATEMENT, AT DECEMBER 31, 1917.

	$ cts.	$ cts.
Deficit on income account	2,334,052 53	
Discount, etc., on funded debt	99,115 69	
	2,433,168 22	
Less—		
Delayed income, debits and credits, balance	65,045 82	
Net deficit		2,368,122 40
Surplus brought forward		34,944,110 31
Total surplus to profit and loss (page No. 16)		32,575,977 91

PROFIT AND LOSS STATEMENT, AT DECEMBER 31, 1918.

	$ cts.	$ cts.
Deficit on income account	14 497,809 74	
Discount, etc., on funded debt	694,624 97	
Taxes accrued to December 31, 1918	409,657 67	
Adjustment interest on D.R.L. and Wpeg. Ry. bonds included in D.W. and P. Ry. account in C.N.R. Accrued interest statement September 30, 1917	24,999 99	
	15,627,092 37	
Less—		
Delayed income, debits and credits, credit balance	47,237 24	
	15,579,855 13	
Adjustment of land sales	936,101 83	
Net deficit		14,643,753 30
Surplus brought forward		32,575,977 91
Total surplus to December 31, 1918, carried to balance sheet		17,932,224 61

CANADIAN NORTHERN RAILWAY SYSTEM.

STATEMENT OF ACQUIRED SECURITIES.

SCHEDULE A.

The Minnesota and Ontario Bridge Company—	
4½ per cent first mortgage debenture bonds	180,000 00
Capital stock	100,000 00
The Minnesota and Manitoba Railway Company—	
5 per cent general mortgage bonds	250,000 00
Capital stock	400,000 00
The Lake Superior Terminals Company, Limited—	
5 per cent mortgage gold bonds	2,000,000 00
Capital stock	500,000 00
The Canadian Northern Telegraph Company—	
5 per cent general mortgage bonds	2,000,000 00
Capital stock	500,000 00
The Winnipeg Land Company, Limited—	
5 per cent first mortgage gold bonds	300,000 00
Capital stock	100,000 00
The St. Boniface Western Land Company—	
5 per cent first mortgage bonds	750,000 00
Capital stock	250,000 00
The Edmonton and Slave Lake Railway Company—	
5 per cent first mortgage bonds	420,000 00
The Canadian Northern Railway Express Company, Limited—	
4 per cent first mortgage gold bonds— £616 438	3,000,000 00
Capital stock	1,000,000 00
Canadian Northern Steamships, Limited—	
5 per cent first mortgage debenture stock, £600,000	2,920,000 00
Capital stock	2,000,000 00
Canadian Northern System Terminals, Limited—	
5 per cent first mortgage debenture stock and bonds	7,000,000 00
Capital stock	2,000,000 00
The Bay of Quinté Railway Company—	
Preferred stock	465,000 00
Common stock	930,000 00
Central Ontario Railway—	
Preferred stock	291,000 00
Common stock	3,038,000 00
The Irondale, Bancroft and Ottawa Railway Company—	
5 per cent first mortgage bonds	450,000 00
Capital stock	53,000 00
The Marmora Railway and Mining Company—	
Bonds of Ontario, Belmont and Northern Railway	100,000 00
Capital stock	100,000 00
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company—	
Capital stock	201,000 00
The Niagara, St. Catharines and Toronto Railway Company—	
Capital stock	922,000 00

ACQUIRED SECURITIES—*Concluded.*

SCHEDULE A—Concluded.

The Niagara, St. Catharines and Toronto Navigation Company, Limited—		
First mortgage bonds	200,000 00	
The Quebec and Lake St. John Railway Company—		
Capital stock	4,034,700 00	
Canadian Northern Pacific Railway Company—		
Capital stock	25,000,000 00	
The Canadian Northern Alberta Railway Company—		
Capital stock	3,000,000 00	
Canadian Northern Western Railway Company—		
Capital stock	2,000,000 00	
The Canadian Northern Saskatchewan Railway Company—		
Capital stock	1,000,000 00	
Canadian Northern Manitoba Railway Company—		
Capital stock	250,000 00	
The Canadian Northern Ontario Railway Company—		
Capital stock	10,000,000 00	
Duluth, Winnipeg and Pacific Railway Company—		
Capital stock	3,060,000 00	
Mount Royal Tunnel and Terminal Company, Limited—		
Capital stock	5,000,000 00	
The Northern Consolidated Holding Company, Limited—		
Capital stock	4,446,700 00	
The Holding Company whose issued capital is $6,181,500 owns capital stock in the Canadian Northern Quebec Railway Company of $5,064,600.		
The Canadian Northern Quebec Railway Company—		
Capital stock	2,080,000 00	
The Halifax and South Western Railway Company—		
Capital stock	925,000 00	
The Bessemer and Barry's Bay Railway Company—		
Capital stock	125,000 00	
		$93,341,400 00
Cost to the Railway Company		$46,372,891 71

CANADIAN NORTHERN RAILWAY SYSTEM.

STATEMENT of Securities Outstanding, showing: Securities guaranteed by Dominion Government, Securities guaranteed by Provincial Governments, Securities Unguaranteed, Maturities of all Issues, Annual Fixed Charges, June 30, 1917.

Security.	Date of Maturity.	Total Issue.	Annual Interest.
Guaranteed by Dominion Government.		$ cts.	$ cts.
Canadian Northern Railway—			
3 % 1st Mtge. Debenture Stock	July 10, 1953	9,359,996 72	280,799 86
3½% 1st Mtge. Debenture Stock	July 20, 1958	7,896,588 26	276,380 47
4 % 1st Mtge. Debenture Stock	Sept. 1, 1934	44,866,667 33	1,794,666 66
Canadian Northern Alberta Railway—			
3½% 1st Mtge. Debenture Stock	April 1, 1962	3,569,996 86	124,949 88
3½% 1st Mtge. Debenture Stock	May 4, 1960	3,149,998 66	110,249 96
Canadian Northern Ontario Railway—			
3½% 1st Mtge. Debenture Stock	May 19, 1961	35,770,000 00	1,251,950 00
Total Dominion guarantees		104,613,247 83	3,838,996 83
Guaranteed by Province of Ontario.			
Canadian Northern Ontario Railway—			
3½% 1st Mtge. Deb. Stock (1938)	June 30, 1938	6,724,015 39	235,340 54
3½% 1st Mtge. Deb. Stock (1936)	July 10, 1936	1,135,982 20	39,759 38
		7,859,997 59	275,099 92
Guaranteed by Manitoba Government.			
Canadian Northern Railway—			
4 % Consolidated Debenture Bonds	June 30, 1930	10,784,046 66	431,361 87
4 % Ontario Division Bonds	June 30, 1930	5,580,606 66	223,224 26
4½% Ontario Division Bonds	June 30, 1930	164,980 00	7,424 26
4 % Winnipeg Terminal Bonds	July 1, 1939	3,000,000 00	120,000 00
4 % 1st Mtge. Stock	June 30, 1930	4,319,998 86	172,799 90
4½% Can. Nor. Manitoba		160,680 00	7,230 60
4 % Branch Line Bonds	Feb. 1, 1929	1,137,340 00	45,493 60
4 % Gilbert Plains Bonds	Nov. 1, 1930	2,433 33	97 33
4 % Manitoba & S.E. Ry. Bonds	Feb. 1, 1929	512,460 00	20,498 40
		25,662,545 51	1,023,130 22
Guaranteed by Saskatchewan Government.			
Canadian Northern Railway—			
4% 1st Mtge. Stock	Jan. 23, 1939	13,709,399 99	548,385 98
Canadian Northern Saskatchewan Railway—			
4½% 1st Mtge. Stock	Dec. 19, 1943	1,174,813 33	52,866 60
		14,884,213 32	601,252 58
Guaranteed by Alberta Government.			
Canadian Northern Railway—			
4% 1st Mtge. Debenture Stock	Feb. 25, 1939	9,726,364 26	389,054 56
Canadian Northern Western Railway—			
4½% 1st Mtge. Debenture Stock	Feb. 16, 1942	6,424,000 00	289,080 00
4½% 1st Mtge. Debenture Stock	Oct. 22, 1943	2,799,997 73	125,999 90
		18,950,361 99	804,134 46

CANADIAN NORTHERN RAILWAY SYSTEM—*Continued.*

STATEMENT of Securities Outstanding, etc.—*Continued.*

Security.	Date of Maturity.	Total Issue.	Annual Interest.
Guaranteed by British Columbia Government.		$ cts.	$ cts.
Canadian Northern Pacific Railway—			
4 % 1st Mtge. Debenture Stock	April 2, 1950	20,999,997 59	839,999 90
4½% Terminal Debenture Stock	April 2, 1950	8,614,000 00	387,630 00
4½% Branch Line Stock	April 2, 1950	5,543,527 54	249,458 74
4½% Second Charge Stock	April 2, 1950	4,999,998 73	224,999 94
		40,157,523 86	1,702,088 58
Total Provincial guarantees		107,514,642 27	4,410,705 76
Unguaranteed Securities.			
Canadian Northern Railway—			
4 % Perp. Consol. Debenture Stock	Perpetual	61,837,788 96	2,473,511 55
4 % 1st Mtge. Pas Mission Bonds	April 12, 1939.	880,000 00	35,200 00
4½% 1st Mtge. Gunflint Bonds	June 30, 1930.	669,000 00	30,105 00
4½% Prince Albert Branch Bonds	June 30, 1930.	693,900 00	31,225 50
Canadian Northern Ontario Railway—			
4% Perp. Consol. Debenture Stock	Perpetual	12,658,910 51	506,356 42
Central Ontario Railway—			
5% 1st Mtge. Bonds	Jan. 1, 1934	945,593 33	47,279 66
Bay of Quinte Railway—			
*5% 1st Mtge. Bonds	Jan. 2, 1927	780,000 00	39,000 00
Irondale, Bancroft & Ottawa Railway—			
5% Mtge. Bonds	Jan. 1, 1953		
Canadian Northern Quebec Railway—			
4% Perpetual Debenture Stock	Perpetual	5,435,127 39	217,405 09
Great Nor. Ry. of Canada 4% Bonds	Oct. 1, 1934	3,505,750 00	140,230 00
Quebec & Lake St. John Railway—			
4% 1st Mtge. Debenture Stock	Perpetual	4,486,813 60	179,472 54
Duluth, Winnipeg & Pacific Railway—			
4% 1st Mtge. Stock	June 1, 1939	8,221,907 27	328,876 28
Duluth, R.L. & Wpg. Ry. 5% Bonds	Jan. 1, 1921	2,000,000 00	100,000 00
Halifax & Southwestern Railway—			
3½% 1st Mtge. Bonds	Sept. 30, 1943	5,663,666 66	198,228 32
Niagara, St. Catharines & Toronto Railway—			
5% 1st Mtge. Bonds	Nov. 1, 1929	1,504,000 00	75,200 00
5% 2nd Mtge. Bonds	Nov. 1, 1929	536,500 00	26,825 00
Qu'Appelle, Long Lake & Saskatchewan Railway & Steamboat Co.—			
4% 1st Mtge. Stock	July 1, 1936	5,019,681 10	200,787 24
Mount Royal Tunnel and Terminal Co., Ltd.—			
5% 1st Mtge. Bonds	April 15, 1970	11,430,033 39	571,501 67
James Bay and Eastern Railway—			
*5% 1st Mtge. Bonds	Sept. 1, 1945	300,000 00	15,000 00
Minnesota and Manitoba Railway—			
4% 1st Mtge. Bonds	Sept. 1, 1931	349,000 00	13,960 00
		126,917,672 21	5,230,164 27

CANADIAN NORTHERN RAILWAY SYSTEM— *Concluded.*

STATEMENT of Securities Outstanding, etc.— *Concluded.*

Securities.	Date of Maturity.	Total Issue.	Annual Interest.
Land Securities.			
Canadian Northern Railway—			
4% Land Grant Bonds (1909)	July 1, 1938	1,852,740 00	74,109 60
†4% Land Grant Bonds (1899)	Feb. 1, 1919	2,000,000 00	
5% Land Mtge. Debentures	June 1, 1923	17,033,333 33	851,666 67
Total Unguaranteed		147,803,745 54	6,155,940 54
Grand Total		359,931,635 64	14,405,643 13

—In addition to above, the following are authorized and issued:—
(*a*) Canadian Northern Railway 5 per cent Income Charge Convertible Debenture Stock, $25,000,000.
(*b*) Imperial Rolling Stock Co., Ltd., Equipment Trusts, $14,846,500.
NOTES.—(*)—In Treasury.
(†)—Interest payable from funds in hands of National Trust Co., Ltd.

CANADIAN NORTHERN RAILWAY SYSTEM.

IMPERIAL ROLLING STOCK COMPANY, LIMITED—EQUIPMENT NOTES OUTSTANDING, JUNE 30, 1917.

Series.	Principal Outstanding.	Principal Payable.	Interest Payable.
	$ cts.	$ cts.	$ cts.
"P"	100,000 00	100,000 00	2,250 00
"R"	170,000 00	170,000 00	7,650 00
"S"	200,000 00	100,000 00	9,000 00
"T"	450,000 00	150,000 00	16,875 00
"U"	150,000 00	50,000 00	5,625 00
"V"	1,200,000 00	300,000 00	47,250 00
"A-1"	1,476,000 00	368,000 00	62,280 00
"B-1"	675,500 00	150,000 00	28,698 75
"C-1"	1,100,000 00	220,000 00	47,025 00
"D-1"	1,650,000 00	330,000 00	70,537 50
"E-1"	1,155,000 00	210,000 00	49,612 50
"F-1"	2,530,000 00	420,000 00	109,125 00
"G-1"	650,000 00	100,000 00	28,125 00
"H-1"	510,000 00	80,000 00	24,500 00
"K-1"	1,580,000 00	210,000 00	76,375 00
"L-1"	1,250,000 00	132,000 00	60,850 00
	14,846,500 00	3,090,000 00	645,778 75

Total Cost of Equipment Purchased	$ 61,398,386
Equipment Notes Outstanding	14,846,500
Net Expenditure on Equipment	$ 46,551,886

CANADIAN NORTHERN RAILWAY SYSTEM.

SECURITIES PLEDGED AS COLLATERAL, JUNE 30, 1917.

Guaranteed Securities.	$ cts.	$ cts.
C.N.R., 4% Gtd. Dom. Govt.	27,833,334 00	
C.N.Alta., 3½% Gtd. Dom. Govt.	3,569,996 86	
C.N.Ont., 3½% Gtd. Dom. Govt.	1,540,003 13	
		32,943,333 99
C.N. Man., 4½% Prov. of Man.	160,680 00	
C.N.R., 4% Prov. of Alta.	1,949,698 60	
C.N.R., 4% Prov. of Sask.	3,246,066 66	
C.N. Pac., 4½% Br. Lines B.C. Govt.	5,543,527 54	
C.N.Pac., 4½% 2nd Charge D.S. B.C. Govt.	4,999,998 73	
C.N.Sask., 4½% Saskatchewan	1,174,813 33	
C.N.Sask., 4½% Saskatchewan (Terminals)	486,666 66	
		17,561,451 52
		50,504,785 51
Unguaranteed Securities.		
C.N.R., 4% P. C. D. S.	12,382,099 44	
C.N.R., 4½% Prince Albert Branch	693,900 00	
C.N.R., 4% Pas Mission	880,000 00	
C.N.O., 4% P. C. D. S.	3,934,797 31	
C.N.Q., 4% D. S.	184,758 13	
D.W. & P. Ry., 4% D. S.	1,216,910 00	
Q. & L. St. J., 4% 1st Mtge. Stock	234,310 53	
H. & S.W. Ry., 3½% D. S.	1,216,666 66	
C.N.R., 4½% Gunflint Branch	669,000 00	
N. St. C. & T. Ry., 5% 1st Mtge. Bonds	406,000 00	
N. St. C. & T. Ry., 5% 2nd Mtge. Bonds	536,500 00	
Mt. Royal T. & T., 5% Rent Charge Bonds	9,191,366 72	
C.N.R., 5% Land Mtge. Debs.	9,933,839 99	
Land Grant, 4% Bonds, 1919	1,657,500 00	
C.N.R., 5% Income Charge Convertible D.S.	860,392 60	
Q. & L. St. J., 1st Mtge. Bonds	31,268 33	
Q. & L. St. J., Income Bonds.	102,818 07	
Jas. Bay & E. Ry., 5% 1st Mtge. Bonds	300,000 00	
Can. Nor. Prairie Lands Co., Ltd. Shares	50,095 00	
Can. Nor. Ry., 6% Mortgage (Dom. Govt.)	15,000,000 00	
		59,482,222 78
Land Grants.		
C.N.O.Ry. Land Grant, 2,000,000 acres.	4,536,931 00	
C.N.Que. Ry. Land Grant, 402,000 acres	1,208,580 00	
		5,745,511 00
		115,732,519 29

FUNDED DEBT OF THE CANADIAN NORTHERN RAILWAY COMPANY.

SCHEDULE B.

	Sterling.	Currency.
Guaranteed as to Principal and Interest by the Dominion of Canada.		
3 per cent first mortgage debenture stock..	£1,923,287	$ 9,359,996 72
3½ per cent first mortgage debenture stock.	1,622,586	7,896,588 26
4 per cent Dominion guaranteed debenture stock..	.....	17,060 333 33
Guaranteed by Government of Manitoba.		
4 per cent consolidated debenture bonds. ..	£2,215,900	$ 10,784,046 65
Underlying bonds—		
4 per cent Sifton Branch bonds..	233,700	1,137,340 00
4 per cent Gilbert Plains Branch bonds.	500	2,433 33
4 per cent Manitoba and S.E. bonds..	105,300	512 460 00
4 per cent Ontario Division bonds..	1,180,600	5,745,586 66
4 per cent Terminal bonds..	616,438	3,000,000 00
4 per cent first mortgage debenture stock..	587,671	2,859,998 87
Guaranteed by Government of Saskatchewan.		
4 per cent first mortgage debenture stock..	£1,650,000	$ 8,029 999 99
Guaranteed by Government of Alberta.		
4 per cent first mortgage debenture stock..	£1,147,945	$ 5,586,665 64
4 per cent perpetual consolidated debenture stock..	£9,234,867	$ 44,943,019 40
4 per cent land grant bonds (1909)..	344,300	1,675,593 34
4 per cent land grant bonds (1899)..	.....	2 000,000 00
5 per cent land mortgage debentures.. ..	1,500,000	7,300,000 00
4½ per cent Prince Albert Branch bonds ..	.....	300,000 00
Long term loan at 4 per cent against deposit of $352,000 bonds of Minnesota and Manitoba Railroad Company payable 1930..	.....	349,000 00
		$128,543,062 19

FUNDED DEBT OF AFFILIATED COMPANIES OF THE CANADIAN NORTHERN RAILWAY SYSTEM.

SCHEDULE C.

	Sterling.	Currency.
The Canadian Northern Alberta Railway Company.		
Guaranteed by Dominion Government—		
3½ per cent first mortgage debenture stock..	£ 647,260 0 0	$ 3,149,998 66
Canadian Northern Western Railway Company.		
Guaranteed by Government of Alberta—		
4½ per cent first mortgage debenture bonds (1943)..	£ 575,342 0 0	$ 2,799,997 73
4½ per cent first mortgage debenture stock (1942)..	1,320,000 0 0	6,424,000 00
Canadian Northern Pacific Railway Company.		
Guaranteed by Government of British Columbia—		
4 per cent first mortgage debenture stock..	£3,372,329 0 0	$ 16,412,001 13
4½ per cent terminal debenture stock.	1,770,000 0 0	8,614,000 00

FUNDED DEBT OF AFFILIATED COMPANIES—*Concluded.*

SCHEDULE C—*Concluded.*

The Canadian Northern Ontario Railway Company.				
Guaranteed by Dominion Government—				
3½ per cent first mortgage debenture stock	£7,033,561	0	0	$ 34,229,996 87
Guaranteed by Government of Ontario—				
3½ per cent first mortgage debenture stock	£1,615,068	0	0	$ 7,859,997 59
4 per cent perpetual consolidated debenture stock	£1,866,499	0	0	$ 9,083 628 46
Central Ontario Railway.				
5 per cent first mortgage bonds	£ 185,600	0	0	$ 903,253 34
The Bay of Quinté Railway Company.				
5 per cent first mortgage bonds	.....			$ 780,000 00
The Canadian Northern Quebec Railway Company.				
4 per cent perpetual consolidated debenture stock	£1,078,843	0	0	$ 5,250,369 26
Great Northern Railway of Canada 4 per cent bonds	.....			3,505,750 00
The Quebec and Lake St. John Railway Company.				
4 per cent first mortgage perpetual debenture stock	£ 895,688	0	0	$ 4,359,014 93
Duluth, Winnipeg and Pacific Railway Company.				
4 per cent first mortgage debenture stock	£1,440,683	0	0	$ 7,011,323 93
Duluth, Rainy Lake and Winnipeg Railway Company.				
5 per cent first mortgage bonds	.....			$ 2,000,000 00
The Halifax and South Western Railway Company.				
3½ per cent first mortgage bonds	.....			$ 4,447,000 00
The Niagara, St. Catharines and Toronto Railway Company.				
5 per cent first mortgage bonds	.....			$ 1,098,000 00
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.				
4 per cent first mortgage guaranteed debenture stock	£1,031,412	6	0	$ 5,019,539 86
Mount Royal Tunnel and Terminal Company, Limited.				
5 per cent first mortgage rent charge bonds	£460,000	0	0	$ 2,238,666 66
				$125,186,538 42

CANADIAN NORTHERN RAILWAY SYSTEM.

OPERATING REVENUE, OPERATING EXPENSES AND NET EARNINGS.

YEAR ENDING DECEMBER 31, 1918—COMPARED WITH PREVIOUS FISCAL YEAR.

OPERATING REVENUE.

Per cent.	1918.	Class.	1917.	Per cent.
16·54	7,824,444 44	Passenger	7,055,427 81	17·01
77·65	36,735,869 46	Freight	32,012,791 03	77·19
0·52	245,187 12	Mails	249,983 06	0·62
2·04	964,617 55	Express	856,402 77	2·06
3·25	1,539,893 34	Miscellaneous	1,295,417 17	3·12
100·00	47,310,011 91	Total	41,470,021 84	100·00

OPERATING EXPENSES.

Per cent.	1918.	Class.	1917.	Per cent.
	$ cts.		$ cts.	
20·56	9,060,264 79	Maintenance of Way and Structures	7,059,883 88	20·75
19·29	8,498,673 11	Maintenance of Equipment	6,086,901 56	17·89
1·81	797,181 68	Traffic Expenses	777,121 18	2·29
54·26	23,907,348 28	Transportation Expenses	18,247,439 92	53·62
1·31	576,071 12	Miscellaneous Operations	546,378 12	1·61
2·77	1,223,410 96	General Expenses	1,308,927 77	3·84
100·00	44,062,949 94	Total	34,026,652 43	100·00

SUMMARY OF REVENUES AND EXPENSES.

Per cent.	1918.	Class.	1917.	Per cent.
	$ cts.		$ cts.	
	47,310,011 91	Operating Revenues	41,470,021 84	
93·13	44,062,949 94	Operating Expenses	34,026,652 43	82·04
6·87	3,247,061 97	Net Earnings	7,443,369 41	17·96
100·00				100·00

DESCRIPTION OF FREIGHT CARRIED.

		For the Year ended Dec. 31.	
		1918.	1917.
Flour	Sacks (100 lbs. each)	8,904,498	7,138,927
Grain	Bushels	93,935,078	112,971,191
Live Stock	Head (all kinds)	654,583	609,409
Logs and Lumber	Feet	1,614,829	1,970,656
Firewood	Cords	362,118	334,489
Coal	Tons	2,373,985	2,126,334
Immigrants' Effects	Cars	5,279	3,958
Building Material (Lime, Stone, Brick, Sand, etc.)	Cars	29,794	33,340
Miscellaneous	Tons	4,048,065	4,269,115

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CANADIAN NORTHERN RAILWAY SYSTEM.

EARNINGS, EXPENSES AND NET EARNINGS.

PER MILE OPERATED YEAR ENDING DECEMBER 31, 1918.

Year.	Average Miles operated.	Earnings.	Expenses.	Net Earnings.
		$ cts.	$ cts.	$ cts.
1917	9·433	4,396 27	3,607 19	789 08
1918	9·452	5,005 29	4,661 76	343 53

FIXED CHARGES PER MILE OF LINE.

——	1918.	1917.
	$ cts.	$ cts.
Amount required per mile of road to pay fixed charges, including leased lines...	1,893 60	1,695 24

PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS.

COMPARED WITH PREVIOUS FISCAL YEAR.

——	1918.	1917.	+Increase or −Decrease.
Passenger Traffic.			
Passengers Carried (Earning Revenue)	4,114,965	4,503,958	− 388,993
Passengers Carried one mile	288,067,800	293,322,255	− 5,254,455
Passengers Carried one mile per mile of road	30,477	31,425	− 948
Average distance carried	70·01	65·13	+ 4·88
Total Passenger Revenue $	7,128,141 55	6,437,305 25	+ 690,836 30
Average amount received per passenger $	1·73,225	1·42,925	+ ·30,300
Average amount received per passenger per mile Cts.	·02,474	·02,194	+ ·00,280
Total Passenger Train Earnings	8,783,084 63	7,970,489 84	+ 812,594 79
Passenger Train Earnings per train mile $	1·28,903	1·14,649	+ 0·14,254
Freight Traffic.			
Revenue Tons carried	13,289,641	13,834,676	− 545,035
Revenue Tons carried one mile	4,021,275,963	4,328,241,986	− 306,966,023
Revenue Tons carried one mile per mile of road	425,442	463,707	− 38,265
Average distance haul of one ton	302·59	312·86	− 10·27
Total Freight Revenue $	35,674,816 63	31,134,034 68	+4,540,781 95
Average amount received for each ton of freight $	2,68·441	2,25·043	+ 0·43,398
Average Revenue per ton per mile Cts.	·00,887	0·00,719	+ 0·00,168
Total Freight Train Earnings $	36,719,136 76	31,937,926 59	+4,781,210 17
Freight Train Earnings per train mile $	3·24,220	2·69,118	+ 0·55,102
Train Mileage.			
Miles of Passenger Trains	5,044,607	5,037,334	+ 7,273
Mileage of Freight Trains	9,556,238	9,952,918	− 396,680
Mileage of Mixed Trains	1,769,124	1,914,725	− 145,601
Expenses per Traffic Train Mile.			
Maintenance of Way and Structures Cts.	54·67	41·28	+ 13·39
Maintenance of Equipment Cts.	51·12	35·39	+ 15·73
Traffic Expenses Cts.	04·79	04·52	+ 0·27
Transportation Expenses Cts.	1·43·69	1·05·83	+ 37·86
Miscellaneous Operations Cts.	03·52	03·23	+ ·29
General Expenses Cts.	07·10	07·42	− ·32
Total $	2 64·89	1 97·67	+ 67·22

PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS—*Concluded.*

OPERATIONS OF ELECTRIC LINES NOT INCLUDED IN ABOVE STATEMENT.

Electric Line Statistics.	1917.	1918.	Increase or Decrease.
Passengers Carried (Earning Revenue)	6,036,625	5,859,032	+ 177,593
Total Passenger Revenue	$ 504,319 84	441,675 72	+ 62,644 12
Revenue Tons Carried	409,704	423,642	− 13,938
Total Freight Revenue	$ 252,746 20	225,809 38	+ 26,936 82

CANADIAN NORTHERN RAILWAY SYSTEM.

SUMMARY OF EQUIPMENT.

	At December 31.		
	1918.	1917.	1916.
Locomotives	788	735	740
Sleeping and Dining Cars	116	116	117
Passenger Coaches	596	624	635
Baggage, Mail and Express Cars	191	187	190
Business Cars	25	22	22
Freight, Refrigerator and Stock Cars	31,828	29,489	29,368
Conductors Vans	426	443	454
Boarding, Tool, Auxiliary Cars, Steam Shovels and Snow Equipment	1,676	1,520	1,272

CANADIAN NORTHERN RAILWAY SYSTEM.

MILEAGE OF RAILWAY.

The total mileage operated at the close of the fiscal year ended December 31, 1918, including lines owned and leased, was 9,566·5 miles, made up as follows:—

CENTRAL DIVISION—WEST OF PORT ARTHUR.

District No. 1—		
Port Arthur to Paddington Junction	435·1	
Twin City to North Lake	58·1	
Emerson to South Junction	71·6	
Duluth Junction to River D.W. & P.	1·5	
		566·3
District No. 2—		
Winnipeg Transfer Tracks	1·2	
Portage Junction to Emerson	63·4	
Morris to Somerset	62·2	
St. James to Gypsumville	156·7	
Gross Isle to Hodgson	80·7	
Greenway to Deloraine	79·7	
Paddington Junction to Victoria Beach and Grand Beach	72·6	
Carman Junction to Belmont	118·8	
Steep Rock Junction to Steep Rock	12·0	
De Lourdes	2·6	
Dundee	4·0	
Paddington Junction to Woodward Avenue Junction	4·2	
		658·1
District No. 3—		
Woodward Avenue to Dauphin	175·6	
Delta Junction to Delta	14·8	
Oakland to Amaranth	44·0	
Arizona Junction to Brandon	78·8	
Neepawa Junction to McCreary Junction	70·4	
Brandon Junction to Carberry Junction	22·9	
Rossburn Junction to Ross Junction	190·6	
Hallboro to Beulah	75·0	
Ochre River to End of Track	15·0	
Wroxton to Willowbrook	41·0	
Totogan Junction to Totogan	1·8	
		729·9

CENTRAL DIVISION—WEST OF PORT ARTHUR.—*Continued.*

District No. 4—		
Brandon to Canadian Northern Junction	219·5	
Maryfield to Radville	139·8	
Luxton to Estevan	24·9	
M. & B. Junction to Hartney Junction	38·0	
Belmont to Virden	91·9	
Radville to Bengough	45·2	
Moosejaw Junction to Moosejaw	85·8	
Gravelbourg Junction to Gravelbourg	78·6	
		723·7

WESTERN DIVISION—WEST OF PORT ARTHUR.

District No. 1—		
Dauphin to Humbolt	247·3	
North Junction to Prince Albert	360·5	
Sifton Junction to Winnipegosis	20·7	
Thunderhill to Preeceville	72·1	
Hudson Bay Junction to The Pas	87·5	
Melfort to St. Brieux	21·5	
Canora to Sturgis Junction	21·7	
		831·3
District No. 2—		
Regina to East Prince Albert	249·3	
Saskatoon to Kindersley	126·1	
Delisle to Dunblane	59·4	
Elrose Junction to Glidden	104·0	
Humbolt to North Battleford	147·6	
Dalmeny to Carlton	35·8	
Prince Albert to Denholm	116·5	
Shellbrook to Big River	56·5	
Craven Junction to Craven	4·4	
		899·6
District No. 3—		
North Battleford to Lobstick Junction	331·0	
North Battleford to Turtleford	55·7	
Battleford Junction to Battleford	8·0	
Edmonton Junction to Stoney Plains	19·4	
St. Albert to Athabasca	85·8	
Edmonton and South Edmonton Terminals	11·1	
Peace River Junction to Sangudo	33·4	
		544·4
District No. 4—		
Kindersley to Calgary	273·4	
Munson Junction to Vegreville	162·1	
Warden to Nordegg	174·0	
Camrose to Terminal Junction	45·8	
S.E. Junction (Camrose) to Alliance	59·3	
		714·6

PACIFIC DIVISION—WEST OF EDMONTON.

Lobstick Junction to Chiplake, C.N.R. joint with G.T.P.	13·2	
Chiplake to Obed, Conn., G.T.P. joint with C.N.R.	77·8	
Obed, Conn., to Snaring, Con., C.N.R. joint with G.T.P.	59·3	
Snaring, Conn., to Geikie, G.T.P. joint with C.N.R.	21·0	
Geikie to Red Pass Junction, C.N.R. joint with G.T.P.	35·1	
Red Pass Junction to Blue River	88·7	
Blue River to Kamloops	142·8	
Kamloops to Boston Bar	125·7	
Boston Bar to New Westminster	118·4	
New Westminster to Vancouver, trackage rights over Great Northern	13·8	
Victoria to Patricia Bay	15·5	
		711·3

ONTARIO DIVISION—EAST OF PORT ARTHUR.

Toronto district—		
Toronto (Union Station) to Rosedale, trackage rights on G.T.R.	3·8	
Rosedale to Parry Sound	145·2	
Udney to Grand Trunk Crossing	7·4	
Grand Trunk crossing, Orillia, trackage rights on C.P.R.	2·8	
Todmorden to Trenton	105·0	
Trenton to Wallace	117·6	
Ormsby Junction to Coe Hill	7·2	
York River to Howland (Kinmount Junction)	51·0	
Marmora Branch	9·6	
		449·6
Ottawa district—		
Picton to Trenton	30·6	
Yarker to Bannockburn	54·5	
Brockville to Westport	44·4	
Harrowsmith to Kingston, joint track with C.P.R.	18·6	
Trenton to Hurdman (Ottawa)	145·7	
Riverside to Ottawa Union Station trackage rights G.T.R.	1·7	
Rideau Junction to Brent	157·8	
		453·3
Nipissing district—		
Parry Sound to Capreol	127·0	
Sudbury Junction to Sudbury	5·2	
Garson Junction to Garson	3·7	
Key Junction to Key Harbour	6·2	
Algoma Eastern Connection	2·4	
Brent to Capreol	144·8	
Capreol to Foleyet	148·3	
Milnet to Sellwood	5·2	
		442·8
Superior district—		
Foleyet to Hornepayne	148·1	
Hornepayne to Jellicoe	150·5	
Jellicoe to Current Junction	145·8	
Current Junction to Port Arthur, joint track with C.P.R.	2·1	
		446·5

QUEBEC DISTRICT.

Montreal district—		
Montreal (Moreau St.) to Joliette	36·3	
Joliette to Quebec	139·8	
Montreal (Tunnel Terminal) to Lazard	7·3	
Lazard to Hurdman (Ottawa)	104·3	
Grenville to Joliette	66·0	
Rawdon to Paradis	15·7	
Rinfret Junction to Huberdeau	45·3	
Aldred Junction to Terminal	3·8	
Garneau Junction to Rivière à Pierre	39·8	
St. Marc Quarries Spur	1·9	
Arundel to China Clay Mine	9·2	
		469·4
Saguenay district—		
Hedley Junction to Lake Edward	109·9	
Lake Edward to Chicoutimi	115·1	
Chambord Junction to St. Felicien	29·7	
Linton Junction to LaTuque	39·6	
Loretteville to Stoneham	10·0	
Valcartier to Clarks	5·4	
Morency Junction to Montmorency Mills	7·2	
		316·9

LINES IN PROVINCE OF NOVA SCOTIA.

Halifax to Southwestern Junction. Trackage rights over C.G.R.	6·0	
Southwestern Junction to Yarmouth	246·4	
Mahone Junction to Lunenburg	7·0	
Bridgewater Junction to Port Wade	92·5	
Caledonia Junction to Caledonia	22·1	
Middleton Junction to Middleton. Trackage rigts over D.A.R.	·6	
		374·6

MINNESOTA DIVISION.

Duluth to D.W. & P. Junction. Trackage rights over C. St. P.M. & O. Northern Pacific	3·5	
D.W. & P. Junction to North Junction, via Virginia	75·5	
South Junction to Ranier (River)	93·6	
		172·6
		9,504·9

ELECTRIC LINES IN PROVINCE OF ONTARIO.

Port Dalhousie to Niagara Falls	17·5	
Thorold to Port Colborne	18·6	
Niagara Falls to Fallsview	4·6	
St. Catharines to Niagara-on-the-Lake	12·2	
Local lines at St. Catharines, Thorold and Merritton	8·7	
		61·6
Total		9,566·5

MILEAGE PER PROVINCE OR STATE.

Province of Nova Scotia	374·6
Province of Quebec	729·5
Province of Ontario	2,253·3
Province of Manitoba	1,995·7
Province of Saskatchewan	2,218·3
Province of Alberta	1,246·9
Province of British Columbia	531·9
State of Minnesota	216·3
Total mileage	9,566·5

AVERAGE MILES OPERATED FOR FISCAL YEAR 9,452

SUMMARY OF MILEAGE.

Mileage owned by Canadian Northern Railway system		9,067·5
Joint running rights, etc.—		
Toronto to Rosedale, G.T.R.	3·8	
Grand Trunk Crossing, Orillia, C.P.R.	2·8	
Harrowsmith to Kingston, C.P.R.	18·6	
Riverside to Ottawa Union Station, G.T.R.	1·7	
Current River to Port Arthur, C.P.R.	2·1	
Chip Lake to Obed, G.T.P.	77·8	
Snaring to Geikie, G.T.P.	21·0	
New Westminster to Vancouver, Gr. Nor.	13·8	
Halifax to Southwestern Junction, C.G.R.	6·0	
Middleton Junction to Middleton, D.A.R.	·6	
Duluth to D.W. & P. Junction, Nor. Pac.	3·5	
		151·7
LINES LEASED—		
Northern Pacific in Manitoba	347·3	
		347·3
TOTAL MILEAGE OPERATED		9,566·5

XII.—BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3, Edward VII, chapter 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chapter 62), to be appointed by the Governor in Council. This Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chapter

61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chapter 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chapter 31, the board was empowered to determine the maximum price to be charged for electricity developed through water powers leased from the Crown. An Act of 1910, chapter 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chapter 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chapter 22, gave powers to the board to require from railway companies the establishment of a staff of fire rangers, modified the previous enactments regarding the disposal of electricity developed through Government-leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold session in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

The Board is required to make annually a report of its proceedings, which report is laid before Parliament.

The report for the year ending March 31, 1919, of which a summary is given below, has been received.

During the fiscal year the board held sixty-six public sittings, at which 320 applications were heard. These consisted of complaints of private individuals or of larger matters of general public interest affecting the community as a whole. The total number of applications and complaints dealt with by the board amounted to 3,326, 10 per cent of which were set down for formal hearing, and 90 per cent which were disposed of without the necessity of such a hearing.

In April, 1917, the railway companies applied for authority to increase their freight and passenger rates. There were ten sittings of the board on the matter at the most important cities from Montreal to Vancouver, and judgment on the question was issued December 26, 1917. The Engineering Department carried out a large number of inspections (179) covering the railways of the whole Dominion. These inspections covered the opening of railways for traffic, and also inspections of all kinds, such as culverts, railway crossings, cattle guards, bridges, subways, etc., to ensure safety.

The Operating Department carried out the inspection of locomotive boilers, safety appliances on cars and locomotives, investigations into accidents causing personal injury or loss of life, train and station service, etc. This department reports 264 fatal accidents. On the railways, 28 passengers, 117 employees and 119 other persons were killed. Of these 119 last mentioned, 77 were trespassers; 27 were killed at unprotected crossings, and 115 injured; 1 killed at protected crossings, and 7 injured; 3 killed at private crossings, and 6 injured.

The total damages by fire amounted to $102,416. Of these fires 66 per cent were attributed to the railways; 26 per cent to other known causes, and 8 per cent to unknown causes.

In the matter of the "Railway Grade Crossing Fund" established under Act 8-9 Edward VII, chapter 32, the board issued, during last year, 411 orders providing protection at 460 crossings.

In connection with the granting of aid to protective works under this fund, the board again draws attention to the fact that the limitation imposed by the Act has prevented contributions being made in as large a degree as would seem to be proper, in the public interest, in connection with the larger schemes of elimination of grade crossings.

Amongst the orders issued by the board was one directing the railway companies and the Government Railways in Canada to advance, by one hour, the Standard Time observed and used by them in the different zones in which they operate, the change to become effective at twelve o'clock Saturday evening, April 13, and to remain in force until two o'clock Friday morning, the 31st of October.

Five cases of appeals from decisions of the Board were made before the Supreme Court. These appeals are still pending. Of two appeals made before the Governor in Council, one was dismissed, and the other referred for re-consideration owing to existing conditions having been changed by the signing of the armistice.

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

XIII.—CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1919, was $3,964,508.74, comprising $2,211,935.48 charged to capital, $164,046.18 charged to income, $846,588.98 for staff, and $741,938.10 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1918, was $177,140.98. The rentals accrued during the year amounted to $287,895.90, making a total of $465,036.88. Of this amount, there was collected during the year a total, after deducting abatements aggregating $14,555.93, of $245,315.93. The balance remaining due March 31, 1919, was $205,165.02. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to $387,654.90 balance being made up of wharfage dues, fines, etc., and a total of $129,676.68 derived from the operation of the Port Colborne grain elevator on the Welland canal.

The expenditure and revenue of St. Andrews lock, operated by the Public Works Department, are not included in the above statements.

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

Summaries of these expenditures and receipts and other details will be found in the statements furnished by the accountant of the department, Appendix I, of the present report.

CANAL TRAFFIC.

The following are the principal features of the canal traffic during the season of 1918:—

Canals.	1918, Compared with 1917.		
	Tons.	Increase.	Decrease.
Welland.			
Total freight moved	2,174,298		316,244
Agricultural products	287,986		274,683
Petroleum	158,006		
Forest products. (In this is included 121,755 tons of pulpwood)	123,979		119,986
Coal	1,402,358	101,691	
Sand and stone	121,223		
Total through freight west (up)	133,692		110,081
" " east	1,843,483		115,567
" " west and east	1,977,175		225,648
" " in Canadian vessels	1,357,565		569,104
" " in United States vessels	619,610	343,456	
" " to United States ports	90,336	54,436	
Total grain through to Montreal	256,309		278,513
St. Lawrence River Canals.			
Total freight moved	3,031,134		360,010
Agricultural products	329,803		234,382
Forest products. (In this is included 298,519 tons of pulpwood)	397,678		71,755
Coal	1,974,996	23,975	
Total through freight east	2,394,749		219,607
" " west	346,887		64,442
" " east and west	2,741,636		284,049
Ottawa River Canals.			
Total freight moved	167,170		47,665
Forest products (lumber, 80,375 tons)	84,540		13,999
Sand and stone	53,135		
Chambly.			
Total freight moved	369,186		65,632
Forest products	219,387		40,326
Coal	90,369		38,853
Rideau.			
Total freight moved	54,136		30,413
Forest products	7,378		4,448
Sand and stone	30,371		
Coal	3,668	530	
St. Peters.			
Total freight moved	59,716		2,538
Coal	40,468		1,565
Murray.			
Total freight moved	44,735		12,868
Trent.			
Total freight moved	64,893	15,969	
Forest products	59,367	14,557	
Sault Ste. Marie.			
Total freight moved	12,913,711		2,533,381
Coal	946,046		301,841
Iron ore	10,102,480		1,024,554
	Number.		Number.
Wheat moved, bushels	32,308,602		32,865,490
Other grain moved, bushels	10,736,802		7,821,144
Flour moved, barrels	1,569,314		1,760,733
Lumber moved, feet, board measure	4,987,800	1,036,200	
Passage of vessels	5,059		278
Lockages	4,034		108
All Canals.	Tons.		
Total freight moved	18,883,619		3,355,316
Total passengers carried	212,151		32,668

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1918 are compiled by the Comptroller of Statistics, and are issued as a separate report.

XIV.—RAILWAY STATISTICS.

The digest of the sworn statements of railway companies, relating to their operations in Canada for the twelve months ended June 30, 1918, is prepared by the departmental Comptroller of Statistics, and is issued as a separate report.

XV.—SHIPBUILDING PROGRAMME.

Among the larger appropriations voted during the session that for the building of ships stands out prominently. The total under this head is $40,000,000, of which $30,000,000 was included in the main estimates, and $10,000,000 in the supplementaries. This money is being expended in the carrying out of the Government's steel shipbuilding programme, which has for its object the building up of a Canadian mercantile marine, thus providing much needed tonnage for Canadian products going abroad. When the main estimates were before Parliament Hon. Mr. Ballantyne said that contracts for forty-five ships had been awarded and the additional $10,000,000 in the supplementary estimates provide for several more.

One of the greatest problems in Canada is economical transportation both by rail and by water, as the country is essentially a producing and exporting one.

Canada now has the advantage of three great transcontinental railway systems facilitating inland transportation, and also of Atlantic ports, which are much nearer Europe than those of the United States, and are devoid of the difficulties of dangerous coasts.

The following table shows the sailing distances, in miles, from the leading Atlantic ports of Canada and the United States, for full-powered steamships to Liverpool, Plymouth, Cherbourg and Le Havre. The distances from Sydney, C.B., and St. John, N.B., are taken from tables prepared by the Surveyor General of Canada, and the others from Philip's Tables of Distances, a standard work.

From	To Liverpool.	To Plymouth.	To Cherbourg.	To Le Havre.
Halifax	2,485	2,422	2,514	2,680
Sydney	2,284	2,247	2,340	2,405
St. John, N.B.	2,692	2,655	2,748	2,813
Montreal, via Belle Isle	2,760	2,789	3,036	3,102
Quebec, via Belle Isle	2,625	2,654	2,901	2,967
Portland, Me.	2,776	2,713	2,805	2,871
Boston, Mass.	2,854	2,791	2,883	2,949
New York	3,043	2,973	3,065	3,131

The actual sailing distances used by steamship lines from all these ports vary at different seasons of the year, and the shortest possible route is seldom taken. Thus, from January to July ships from New York usually take a different route from that

taken for the remainder of the year. During the early summer, ships from Montreal go via Cape Race, which increases the distance of the usual route via Belle Isle by 247 miles. The sailing route from St. John, N.B., to Liverpool varies, according to season, from 2,736 miles to 2,925 miles; but, as there are similar variations in routes from other ports, a comparison of the shortest routes gives a fairly correct idea of the advantage of the Canadian ports. It must also not be forgotten that geographic miles are also shorter in northern than in southern latitudes.

Halifax has the most commodious all-the-year harbour on the Atlantic coast of America; it is broad, long and very deep, and remarkably easy of access, and its already extensive shipping facilities are being constantly improved by the Dominion Government. The harbour is close to the open ocean; there are no dangerous channels, and ships going and coming can make full speed throughout the voyage.

The fact of railway transportation in Canada being greatly developed, and ocean routes being much shorter than those of the United States Atlantic ports, should favour the Canadian export trade to Europe considerably as soon as enough boats are built to take care of the trade and replace the ships lost by submarine warfare.

XVI.—CONSOLIDATED RAILWAY ACT.

As in previous sessions the Railway Act Consolidation Bill was the subject of controversy between the Senate and the House of Commons.

Some years ago the Toronto and Niagara Power Company secured a charter which, according to a decision handed down by the Judicial Committee of the Privy Council, enables them to erect poles, distribute wires, etc., in connection with their distribution system, in any municipality without first obtaining the consent of the municipality in question. The amendment adopted by the House of Commons during the session provided that the company must first secure the consent of a municipality before beginning such work. It was to this amendment contained in section 374 that the Senate objected.

A conference between managers appointed by the two Houses was held in the hope that a compromise might be effected. This, however, failed to produce the desired result. The Senate stood firm by its position and, in order that the main portions of the Bill might secure passage through the Senate, the power clause was removed therefrom, the Senate concurring in the passage of the Bill as amended. The sections referring to the power companies were incorporated in a separate Bill, as was that relating to telephone companies.

XVII.—AID FOR RAILWAY CROSSINGS.

An amendment to the Railway Act makes an appropriation of $200,000 each for ten consecutive years to aid in actual construction work for the protection, safety and convenience of the public of highway crossings of railways at rail level in existence on the first of April, 1909. Under this head the sum of $8,715.46 was spent during the fiscal year.

XVIII.—AMENDMENTS TO THE RAILWAY ACT.

The following Acts, to amend the Department of Railways and Canals Act, assented to May 24, 1918, were passed:—

8-9 George V, Chapter 38, concerning the purchase of rolling stock and equipment.

8–9 George V, Chapter 39, concerning the purchase and distribution of railway stores, etc.

8–9 George V, Chapter 15, assented to May 24, 1918, is an Act to provide compensation where employees of His Majesty are killed or suffer injuries while performing their duties.

COMPENSATION TO RAILWAY EMPLOYEES.

An amendment to the Railway Act provides that no employee, on the Canadian Government Railways, who is an employee within the meaning of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund Act, and becomes permanently disabled from following his usual occupation in the service as a result of injuries received while on duty, shall be entitled to receive compensation under the provisions of this Act, for such injuries unless he elects to accept prior or subsequent to the injuries such compensation in lieu of the allowance payable under the provisions of the Provident Fund Act and gives notice in writing of such election to the management of the railways and to the Provident Fund Board.

XIX.—CANADIAN NATIONAL RAILWAYS.

The acquisition by the Dominion of control of the Canadian Northern Railway System made it necessary to incorporate a company under which these enterprises might be consolidated, and, together with the Canadian Government railways, operated as a National Railway System. This is provided for by the Act to incorporate the Canadian National Railway Company and respecting the Canadian National Railways. It provides for the nomination by the Governor in Council of a board of directors, and defines their duties, etc. Provision is also made for regulating capital stock, the payment of directors, the holding of meetings and the location of the head office. The Governor in Council is also empowered to operate further railway properties or works which may become the property of the Government. All expenses incurred in the management of the Government railways are to be paid out of the rates and revenues of this enterprise, and in the event of a deficit occurring during a fiscal year, the amount of such deficit shall be payable out of the Consolidated Revenue Fund. All enterprises which are now, or may be comprised within the Canadian Northern Railway System, are declared to be for the general advantage of Canada. Power is given to direct and operate railway lines, and necessary provision is made for the financing of the company's operations.

XX.—SUNDRY WORKS.

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

A separate report, by the Chief Engineer of the department, entitled "St. Lawrence River Route and Canals," was published in 1918. Later information on this route and the canals is given in the present report.

APPENDIX I

STATEMENTS OF THE ACCOUNTANT

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SUMMARY.

GENERAL SUMMARY of the Expenditure and the Revenue for the Fiscal Year ending March 31, 1919, and previous years.

I.—EXPENDITURE.	$ cts.	$ cts.
Total expenditure for the year as per statements following pages 4 to 26		92,227,084 05
This expenditure is divided as follows:—		
Total expenditure on Railways for the year including Quebec Bridge and Railway Subsidies, pages 7 and 8	85,390,725 60	
Total expenditure on Canals for the year, page 9	3,964,508 74	
General expenditure common to both Railways and Canals, for the year, page 9	2,871,849 71	
		92,227,084 05
The grand total of the expenditure to March 31, 1919 on Railways and Canals, as shown on page 22 of this report, amounts to		1,067,463,303 67
This expenditure is divided as follows:—		
Grand total expenditure on Railways, including Quebec Bridge and Railway Subsidies	890,503,207 64	
Grand total expenditure on Canals	171,432,799 73	
Grand total general expenditure, common to both Railways and Canals	5,527,296 30	
		1,067,463,303 67
II.—REVENUE RECEIVED		
The revenue from both Railways and Canals for the fiscal year amounts to		38,401,380 59
Revenue from Railways	38,013,725 69	
Revenue from the Canals	387,654 90	
		38,401,380 59
The grand total of the revenue to March 31, 1919, on Railways and Canals amounts to (see page 19)		331,117,775 47
Grand total of the revenue from the Railways	313,649,981 03	
Grand total of the revenue from the Canals amounts to	17,467,794 44	
		331,117,775 47

The sundry classifications of the expenditure and the revenue are shown on pages 4 to 10 for the fiscal year and page 22 for the expenditure previous to Confederation and since. Further details on the expenditure will be shown in the report of the management of the Canadian Government Railways, Appendix II.,

Principal Expenditures during the Fiscal year ending March 31, 1919.

The principal expenditures during the fiscal year were as follows: —	$ cts.	$ cts.
Working expenses, Canadian Government Railways	43,889,626 07	
Rolling Stock, Canadian Government Railways	14,133,362 48	
Construction and Betterments, Canadian Government Railways	12,433,834 84	
Canadian Northern Railway, Purchase of Stock	9,733,333 24	
Quebec and Saguenay Railway, Purchase price	3,489,313 53	
" " Construction	1,149,900 79	
" " Cap. 38, Statutes, 1918, Equipment	207,092 20	
Quebec Bridge	656,761 79	
Hudson Bay Railway	562,557 80	
Right of Way Claims, National Transcontinental Railway	485,178 86	
Arbitration and Awards	108,005 04	
Railway Subsidies	218,805 32	
Bringing Branch lines to Can. Govt. Rys. Standard	169,161 44	
Dartmouth to Deans Ry. Branch	16,015 19	
Car Ferry Terminals	55,730 58	
Railway Grade Crossing Fund	8,715 46	
War Appropriation including Halifax Restoration	1,079,959 76	
Misc. Open Railway Equipment account, Cap. 38, 1918	1,791,331 97	
Railway Commission, Maintenance, etc	231,899 44	
Surveys and Inspection Railways	48,291 22	
Canals, Expenditure on	3,964,508 74	
General—Sundries less various credits	6,462 02	
Total		94,439,847 78
Less sale of land to Imperial Oil Co., at Moncton	37,982 57	
Less cheque drawn in favour of J. G. Hearn et al, in 1916-17, in payment of land at Quebec returned and deposited to credit of Receiver-General in 1918-19 (National Transcontinental Railway, Capital)	149,799 91	
Proceeds from sale of Car Ferry "Leonard"	660,000 00	
Less Rolling Stock sold to the Canadian Northern Railway, Cap 38, Statutes, 1918	1,364,981 25	2,212,763 73
Net Expenditure		92,227,084 05

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EXPENDITURE.

General Statement of Expenditure during the Year ending March 31, 1919.

	$ cts.	$ cts.
Total Expenditure—as per statements, pages 7, 8 and 9		92,227,084 05
Expenditure chargeable to Railways	84,082,806 71	
" " Railways, General	432,351 78	
" " Quebec Bridge	656,761 79	
" " Railway Subsidies	218,805 32	
Total expenditure, Railways		85,390,725 60
Expenditure chargeable to Canals	3,781,508 70	
" " Canals, General	183,000 04	
Total expenditure, Canals		3,964,508 74
General expenditure		2,871,849 71
Total Expenditure		92,227,084 05
Classification of Expenditure in General—		
Capital Account	43,061,877 91	
Revenue Account	45,495,153 15	
Income Account	3,451,247 67	
Consolidated Fund (railway subsidies) Income	218,805 32	
Total expenditure		92,227,084 05
Classification of Expenditure by Accounts—		
Railways—		
Capital expenditure—Railways	40,193,180 64	40,193,180 64
" " General		
Revenue expenditure—Railways	43,889,626 07	
" " Railways, General	17,000 00	43,906,626 07
Income expenditure—Railways, General	415,351 78	415,351 78
Quebec Bridge—		
Capital expenditure—Quebec Bridge	656,761 79	656,761 79
Railways Subsidies—		
Consolidated Fund—Railway Subsidies	218,805 32	218,805 32
Total expenditure, Railways, $85,390,725 60		
Canals—		
Capital expenditure—Canals	2,211,935 48	2,211,935 48
Income " Canals	137,604 37	
" " Canals, General	26,441 81	164,046 18
Revenue " Canals Staff	733,090 71	
" " Canals Staff, General	113,498 27	846,588 98
" " Canals Repairs	698,878 14	
" " Canals Repairs, General	43,059 96	741,938 10
Total expenditure on Canals, $3,964,508 74		
General Expenditure—Income account	2,871,849 71	2,871,849 71
Total expenditure		92,227,084 05

REVENUE.

GENERAL STATEMENT of the Revenue received during the Year ending March 31, 1919.

	$ cts.	$ cts.
TOTAL REVENUE RECEIVED DURING FISCAL YEAR		38,401,380 59
Revenue from Railways	38,013,725 69	
" " Canals	387,654 90	
Total revenue as above		38,401 380 59
STATEMENT OF REVENUE RECEIVED, IN DETAIL—		
Railways—		
Intercolonial Railway, including New Brunswick and Prince Edward Island Railway	26,435,343 78	
International Railway of New Brunswick	202,354 27	
National Transcontinental Railway	10,412,407 56	
Prince Edward Island Railway	741,514 58	
Moncton and Buctouche Ry	32,610 20	
Elgin and Havelock Ry	13,447 08	
St. Martin's Ry	16,694 06	
York and Carleton Ry	6,954 35	
Salisbury and Albert Ry	44,472 00	
Total		37,905,797 88
St. John & Quebec Ry		107,927 81
Total revenue from Railways		38,013,725 69
Canals—		
Welland Canal	64,058 21	
Welland Canal Elevator, Port Colborne	129,676 68	
Welland Ship Canal	4,137 50	
Lachine Canal	141,641 73	
Beauharnois Canal	14,816 15	
Cornwall Canal	15,545 62	
Williamsburg Canal	1,661 10	
Soulanges Canal	3,505 60	
Chambly Canal	785 00	
Carillon and Grenville Canal	1,159 00	
Rideau	6,102 36	
Trent Canal	3,866 80	
St. Peters Canal	7 00	
Sault Ste. Marie Canal	60 00	
Murray Canal	253 00	
Ste. Anne's Lock and Canal	377 15	
Chats Falls Canal	2 00	387,654 90
Total revenue received during fiscal year		38,401,380 59

EXPENDITURE on Railways for Year ended March 31, 1919.

Name of Railways.	Capital.	Income.	Revenue Working Expenses.	Total.
	$ cts	$ cts	$ cts.	$ cts.
Intercolonial Railway.....$10,575,013.81				
LESS—proceeds from sale of land to Imperial Oil Company..... 37,982.57				
	10,537,031 24	.....	28,242,111 11	38,779,142 35
New Brunswick & Prince Edward Island Railway.....	126,201 30	.....	.....*.....	126,201 30
Prince Edward Island Railway.....	732,752 53	.....	1,596,049 91	2,328,802 44
International Railway of New Brunswick....	77,849 84	.....	549,310 26	627,160 10
Moncton & Buctouche Railway.....	37,829 81	.....	68,432 48	106,262 29
Salisbury & Albert Railway.....	42,304 58	.....	95,967 51	138,272 09
St. Martins Railway.....	34,566 47	.....	45,930 81	80,497 28
York & Carleton Railway.....	7,250 60	.....	22,409 05	29,659 65
Elgin & Havelock Railway.....	47,209 98	.....	48,343 40	95,553 38
St. John & Quebec Railway.....	.....	.....	192,690 05	192,690 05
National Transcontinental Railway.....$ 1,450,304 81				
LESS—cheque drawn in favour of J. G. Hearn et al, in 1916–17, returned and deposited to Credit of Receiver General..... 149,799 91				
Proceeds from sale of Car Ferry "LEONARD".. 660,000 00				
	640,504 90	.....	13,028,381 49	13,668,886 39
Hudson Bay Railway.....	562,557 80	.....	.....	562,557 80
Quebec & Saguenay Railway—Purchase.....	3,489,313 53	.....	.....	3,489,313 53
" " —Construction	1,149,900 79	.....	.....	1,149,900 79
" " —Cap. 38, Statutes 1918 Equipment.....	207,092 20	.....	.....	207,092 20
Canadian Northern Ry. Stock-Statutory....	9,733,333 24	.....	.....	9,733,333 24
Canadian Govt. Rys. Rolling Stock, Cap. 38, Statutes 1918.....$14,133,362 48				
LESS—Rolling Stock sold to Canadian Northern Ry. etc 1,365,880 65				
	12,767,481 83	.....	.....	12,767,481 83
Total.....	40,193,180 64	.....	43,889,626 07	84,082 806 71
Quebec Bridge.....	656,761 79	.....	.....	656,761 79
Railway Subsidies.....	.....	218,805 32	.....	218,805 32
Total.....	40,849,942 43	218,805 32	43,889,626 07	84,958,373 82

EXPENDITURE on Railways for Year ended March 31, 1919.—*Continued.*

Name of Railway.	Capital.	Income.	Working Expenses.	Total.
General on Railways.	$ cts.	$ cts.	$ cts.	$ cts.
Railway Commission, Maintenance	.....	177,405 10	.....	177,405 10
Railway Commission, Statutory	.....	54,494 34	.....	54,494 34
Surveys & Inspections	.....	48,291 22	.....	48,291 22
Railway Grade Crossing Fund	.....	8,715 46	.....	8,715 46
Arbitration & Awards	.....	108,005 04	.....	108,005 04
Governor General's Cars, Attendance etc	.....	5,000 00	.....	5,000 00
Contribution to the International Association of Railways Congress	.....	97 33	.....	97 33
Contribution to the Faculty of McGill University	.....	2,500 00	.....	2,500 00
Contribution to the Faculty of the Polytechnic School, Montreal	.....	2,500 00	.....	2,500 00
Expenses, Consolidation of Railway Act	.....	10 00	.....	10 00
Compassionate Allowances to families of deceased employees	.....	.....	17,000 00	17,000 00
Continuous Audit on behalf of the Government of Canada	.....	8,333 29	.....	8,333 29
Total	.....	415,351 78	17,000 00	432,351 78
Grand Total Railways	40,849,942 43	634,157 10	43,906,626 07	85,390,725 60
Miscellaneous.				
War Appropriation including Halifax Restoration	.....	1,079,959 76	.....	1,079,959 76
Miscellaneous Open Railway Equipment Account, Cap. 38, Statutes of Canada 1918	.....	1,791,331 97	.....	1,791,331 97
Cost of Litigation	.....	557,98	.....	557 98
Total	.....	2,871,849 71	.....	2,871,849 71

*Included with the Intercolonial Ry. Working Expenses—

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EXPENDITURE on Canals for Year ended March 31, 1919.

Name of Canal.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total.
			Staff.	Repairs.	
Carillon and Grenville		2,969 64	25,538 75	15,368 66	43,877 05
Chambly		892 40	37,562 91	40,899 78	79,355 09
Cornwall			87,391 13	47,061 81	134,452 94
Lachine		14,986 38	95,864 18	165,564 08	276,414 64
Murray			7,142 96	3,325 56	10,468 52
Rideau	8,000 00		65,770 46	81,349 25	155,119 71
Sault Ste. Marie			25,837 67	24,630 82	50,468 49
Soulanges			38,336 25	107,174 60	145,510 85
Ste. Anne Lock			4,358 70	3,339 29	7,697 99
St. Ours Lock			4,539 69	3,681 41	8,221 10
St. Peters		20,903 50	5,424 43	55 83	26,383 76
Trent	380,059 52	32,447 73	82,038 67	68,906 33	563,452 25
Welland		44,334 45	215,389 46	116,818 99	376,542 90
Welland Ship	1,823,875 96				1,823,875 96
Williamsburg			37,895 45	20,701 73	58,597 18
" (Rapide Plat)		21,070 27			21,070 27
Total	$2,211,935 48	137,604 37	733,090 71	698,878 14	3,781,508 70
General on Canals					
Dredge Vessels, Quebec Canals				16,336 78	16,336 78
Dredge Vessels, Rideau Canal				22,462 14	22,462 14
Miscellaneous			2,700 00		2,700 00
Statistical Officers			36,771 28		36,771 28
Sunday Labour			53,335 60		53,335 60
Surveys and Inspections		17,510 72			17,510 72
Workmen's Compensation Act, Chapter 15, Statutes of Canada, 1918			569 21		569 21
Quebec Canals.					
Maintenance			17,622 18		17,622 18
Hungry Bay Dyke				4,261 04	4,261 04
Miscellaneous.					
Miscellaneous Works not provided for		330 55			330 55
Civil Service Amendment Act, gratuities to dependents of deceased employees		8,600 54			8,600 54
Compassionate Allowance to R. A. Grant			500 00		500 00
Compassionate Allowance to widow of Robert Wiggins			2,000 00		2,000 00
Total		26,441 81	113,498 27	43,059 96	183,000 04
Grand total	$2,211,935 48	164,046 18	846,588 98	741,938 10	3,964,508 74

RECAPITULATION OF EXPENDITURE.

——	Capital.	Income.	Revenue.	Total
Expenditure on Railways including Quebec Bridge and Railway Subsidies	40,849,942 43	634,157 10	43,906,626 07	85,390,725 60
Expenditure on Canals	2,211,935 48	164,046 18	1,588,527 08	3,964,508 74
Miscellaneous Expenditure, General		2,871,849 71		2,871,849 71
Grand total	$43,061,877 91	3,670,052 99	45,495,153 15	92,227,084 05

IMPERIAL GOVERNMENT ACCOUNT.

STATEMENT of Expenditure to March 31, 1919 in connection with the lifting of rails for the use of the Imperial Government; all costs, damages and expenses to be borne by His Majesty's Government in England as per Order in Council, Ottawa, Dec. 19th, 1916.

	$ cts.
Expenditure Fiscal year 1916–17	393,053 86
" " " 1917–18	3,603,279 05
" " " 1918–19	178,680 85
Total..	$4,175,013 76

MISCELLANEOUS OPEN RAILWAY EQUIPMENT ACCOUNT, CHAPTER 38, STATUTES OF CANADA, 1918.

STATEMENT of Expenditure, Refunds and Outstanding Balances at close of the Fiscal Year ending March 31, 1919.

	Debits.	Credits.	Balance outstanding.
Canadian Pacific Ry. Co....	2,632,787 31	2,253,255 55	379,531 76
Canadian Northern Ry....	26,833,565 86	.....	.....
" *Credits.*—Cash.....$10,627,342 41			
" " —Notes..... 16,206,223 45	.....	26,833,565 86	.....
Canadian Copper Co	2,201 84	2,201 84	.....
Grand Trunk Railway	1,977,463 27	600,000 00	1,377,463 27
Toronto, Hamilton and Buffalo Ry....	38,420 63	38,420 63	.....
Suspense Account:—			
(Un-allocated Charges).....$ 34,611 94			
Less refund from Canadian Government Railways of amount deducted from Canada Car and Foundry Co.,..... 275 00	34,336 94	.....	34,336 94
Total.....	$31,518,775 85	29,727,443 88	1,791,331 97
Canadian Government Railways.....	14,133,362 48	14,133,362 48	.....
Quebec and Saguenay Railway....	207,092 20	.....	207,092 20
Grand total.....	$45,859,230 53	43,860,806 36	1,998,424 17

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Expenditure on Canals to March 31, 1919.

CAPITAL ACCOUNT.

Canals.	Previous Years.	1918-19.	Total.
	$ cts.	$ cts.	$ cts.
Baie Verte	.....	.....	.....
Beauharnois	1,636,690 26	.....	1,636,690 26
Carillon and Grenville	4,182,092 96	.....	4,182,092 96
Chambly	780,996 52	.....	780,996 52
Cornwall	7,246,304 21	.....	7,246,304 21
Culbute Lock and Dam	382,391 46	.....	382,391 46
Lachine	14,132,684 80	.....	14,132,684 80
Lake St. Francis	75,906 71	.....	75,906 71
Lake St. Louis	298,176 11	.....	298,176 11
Murray	1,248,946 71	.....	1,248,946 71
Rideau	4,202,274 31	8,000 00	4,210,274 31
Sault Ste. Marie	4,935,809 42	.....	4,935,809 42
Soulanges	7,904,044 53	.....	7,904,044 53
Ste. Anne Lock	1,170,215 63	.....	1,170,215 63
St. Lawrence River and Canals—			
North Channel	1,995,142 87	.....	1,995,142 87
River Reaches	483,830 20	.....	483,830 20
Galops Channel	1,039,895 65	.....	1,039,895 65
St. Ours Lock	127,228 56	.....	127,228 56
St. Peter's...—	648,547 14	.....	648,547 14
Tay	489,599 23	.....	489,599 23
Trent	16,842,161 15	380,059 52	17,222,220 67
Welland	29,399,405 93	.....	29,399,405 93
Welland Ship	14,928,969 58	1,823,875 96	16,752,845 54
Williamsburg	1,334,551 80	.....	1,334,551 80
Farran's Point	877,090 57	.....	877,090 57
Galops	6,143,468 11	.....	6,143,468 11
Rapide Plat	2,159,880 80	.....	2,159,880 80
Total	124,666,305 22	2,211,935 48	126,878,240 70
Canals General	34,966 69	.....	34,966 69
Grand total	124,701,271 91	2,211,935 48	126,913,207 39

INCOME ACCOUNT.

Baie Verte	44,387 53	.....	44,387 53
Beauharnois	265,810 84	.....	265,810 84
Carillon and Grenville	351,431 74	2,969 64	354,401 38
Chambly	761,273 54	892 40	762 165 94
Cornwall	593,652 62	.....	593,652 62
Culbute Lock and Dam	60,923 37	.....	60,923 37
Lachine	1,595,902 70	14,986 38	1,610,889 08
Lake St. Francis	25,043 68	.....	25,043 68
Lake St. Louis	.....	.....	.....
Murray	101,423 11	.....	101,423 11
Rideau	676,832 22	.....	676 832 22
Sault Ste. Marie	280,098 04	.....	280,098 04
Soulanges	160,065 88	.....	160,065 88
St. Anne Lock	85,429 18	.....	85,429 18
St. Lawrence River and Canals	128,298 11	.....	128,298 11
St. Ours Lock	174,028 88	.....	174,028 88
St. Peters	706,553 13	20,903 50	727,456 63
Tay	748 65	.....	748 65
Trent	954,869 80	32,447 73	987,317 53
Welland	1,587,486 81	44,334 45	1,631,821 26
Welland Ship	.....	.....	.....
Williamsburg	299,600 15	21,070 27	320,670 42
Total	8,853,859 98	137,604 37	8,991,464 35
Canals, General	666,681 72	26,441 81	693,123 53
Grand Total	9,520,541 70	164,046 18	9,684,587 88

Expenditure on Canals to March 31, 1919.

REVENUE ACCOUNT—REPAIRS.

Canals.	Previous Years.	1918-19.	Total.
	$ cts.	$ cts.	$ cts.
Baie Verte			
Beauharnois	525,691 23		525,691 23
Carillon and Grenville	593,101 76	15,368 66	608,470 42
Chambly	978,725 67	40,899 78	1,019,625 45
Cornwall	1,035,163 43	47,061 81	1,082,225 24
Culbute Lock and Dam	7,036 15		7,036 15
Lachine	2,237,089 13	165,564 08	2,402,653 21
Murray	104,261 24	3,325 56	107,586 80
Rideau	1,835,469 15	81,349 25	1,916,818 40
Sault Ste. Marie	397,144 72	24,630 82	421,775 54
Soulanges	501,265 86	107,174 60	608,440 46
Ste Anne Lock	146,749 49	3,339 29	150,088 78
St. Lawrence River and Canals			
St. Ours Lock	104,379 80	3,681 41	108,061 21
St. Peter's	36,423 55	55 83	36,479 38
Trent	766,287 43	68,906 33	835,193 76
Welland	3,834,336 56	116,818 99	3,951,155 55
Welland Ship			
Williamsburg	640,856 04	20,701 73	661,557 77
Total	13,743,981 21	698,878 14	14,442,859 35
Canals, General	548,854 07	43,059 96	591,914 03
Grand total	14,292,835 28	741,938 10	15,034,773 38

REVENUE ACCOUNT—STAFF.

Beauharnois	649,574 89		649,574 89
Carillon and Grenville	842,598 12	25,538 75	868,136 87
Chambly	1,022,416 76	37,562 91	1,059,979 67
Cornwall	1,729,835 40	87,391 13	1,817,226 53
Culbute Lock and Dam	11,507 48		11,507 48
Lachine	2,865,991 34	95,864 18	2,961,855 52
Murray	146,804 73	7,142 96	153,947 69
Rideau	1,791,665 08	65,770 46	1,857,435 54
Sault Ste. Marie	454,511 59	25,837 67	480,349 26
Soulanges	579,404 69	38,336 25	617,740 94
Ste. Anne Lock	120,246 41	4,358 70	124,605 11
St. Ours Lock	123,008 95	4,539 69	127,548 64
St. Peter's	122,300 92	5,424 43	127,725 35
Trent	633,450 05	82,038 67	715,488 72
Welland	5,071,414 90	215,389 46	5,286,804 36
Williamsburg	693,059 88	37,895 45	730,955 33
Total	16,857,791 19	733,090 71	17,590,881 90
Canals, General	2,095,850 91	113,498 27	2,209,349 18
Grand total	18,953,642 10	846,588 98	19,800,231 08

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TOTAL EXPENDITURE by Canal to March 31, 1919.

Canals.	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Baie Verte	.....	44,387 53	.....	.....	44,387 53
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon & Grenville	4,182,092 96	354,401 38	868,136 87	608,470 42	6,013,101 63
Chambly	780,996 52	762,165 94	1,059,979 67	1,019,625 45	3,622,767 58
Cornwall	7,246,304 21	593,652 62	1,817,226 53	1,082,225 24	10,739,408 60
Culbute Lock and Dam	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine	14,132,684 80	1,610,889 08	2,961,855 52	2,402,653 21	21,108,082 61
Lake St. Francis	75,906 71	25,043 68	.....	.....	100,950 39
Lake St. Louis	298,176 11	.....	.....	.....	298,176 11
Murray	1,248,946 71	101,423 11	153,947 69	107,586 80	1,611,904 31
Rideau	4,210,274 31	676,832 22	1,857,435 54	1,916,818 40	8,661,360 47
Sault Ste Marie	4,935,809 42	280,098 04	480,349 26	421,775 54	6,118,032 26
Soulanges	7,904,044 53	160,065 88	617,740 94	608,440 46	9,290,291 81
Ste Anne Lock	1,170,215 63	85,429 18	124,605 11	150,088 78	1,530,338 70
St. Lawrence River & Canals					
North Channel	1,995,142 87				
River Reaches	483,830 20	128,298 11	.....	.....	3,647,166 83
Galops Channel	1,039,895 65				
St. Ours Lock	127,228 56	174,028 88	127,548 64	108,061 21	536,867 29
St. Peters	648,547 14	727,456 63	127,725 35	36,479 38	1,540,208 50
Tay	489,599 23	748 65	.....	.....	490,347 88
Trent	17,222,220 67	987,317 53	715,488 72	835,193 76	19,760,220 68
Welland	29,399,405 93	1,631,821 26	5,286,804 36	3,951,155 55	40,269,187 10
Welland Ship	16,752,845 54	.....	.....	.....	16,752,845 54
Williamsburg	1,334,551 80				
Farran's Point	877,090 57	320,670 42	730,955 33	661,557 77	12,228,174 80
Galops	6,143,468 11				
Rapide Plat	2,159,880 80				
Total	126,878,240 70	8,991,464 35	17,590,881 90	14,442,859 35	167,903,446 30
Canals General	34,966 69	693,123 53	2,209,349 18	591,914 03	3,529,353 43
Grand total	126,913,207,39	9,684,587 88	19,800,231 08	15,034,773 38	171,432,799 73

YEARLY EXPENDITURE on Canals and Revenue received to March 31, 1919.

——	Year ending.	Capital	Income.	Revenue.		Revenue received.
				Staff.	Repairs.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts
Government expenditure prior to Confederation, including Imperial Government expenditure	.....	20,593,866 13	98,378 46	.....	.....	.....
Government expenditure 1868 to 1879 included	.....	17,004,842 55	515,196 21	1,830,398 92	1,832,998 61	5,079,068 36
Govt. expenditure since	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
" "	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" "	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" "	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" "	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" "	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" "	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" "	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" "	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" "	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" "	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" "	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" "	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" "	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" "	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" "	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" "	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 54
" "	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 82
" "	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 33
"	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 81
" "	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 68
" "	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 66
" "	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213·19
" "	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	† 79,536 58
" "	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 25
" "	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 71
" "	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 11
" "	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 16
" "	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 25
" "	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 23
" "	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 46
" "	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" "	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 69
" "	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 08
" "	1915	5,490,796 03	405,806 32	675,170 67	562,599 27	427,763 16
" "	1916	6,142,148 96	348,174 41	697,532 44	529,565 23	446,722 26
" "	1917	4,304,589 09	372,102 96	700,022 11	486,167 67	461,423 14
" "	1918	1,781,957 07	90,255 66	743,857 09	540,331 49	414,868 21
" "	1919	2,211,935 48	137,604 37	733,090 71	698,878 14	387,654 90
*Total	.....	126,878,240 70	8,991,464 35	17,590,881 90	4,442,859 35	17,467,794 44

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

†Canal tolls abolished this year.

CANALS REVENUE received during Year ending March 31, 1919.

Collection Division.	Dues.	Rents.	Total.
Welland Canal	.....	792.00	792.00
Port Colborne	75.60	10,401.51	10,477.11
Port Colborne Elevator	129,676.68	.....	129,676.68
Port Dalhousie	532.81	52,256.29	52,789.10
Totals	130,285.09	63,449.80	193,734.89
Welland Ship Canal	.....	4,137 50	4,137 50
St. Lawrence Canals—			
Coteau Landing (Beauharnois Canal)	.....	14,816.15	14,816.15
" " (Soulanges Canal)	12.00	3,493.60	3,505.60
Cornwall	1,093.12	14,452.50	15,545.62
Cardinal—Williamsburg Canal	10.00	1,651.10	1,661.10
Lachine Canal (Montreal)	9,471.28	131,312.12	140,783.40
" " (Lachine)	858.33	.....	858.33
Totals	11,444.73	165,725.47	177,170.20
Chambly Canal	.....	603.00	603.00
Chambly	.....	56.00	56.00
St. Johns	.....	66.00	66.00
St. Ours Lock	.....	60.00	60.00
Totals	.....	785.00	785.00
Ottawa River Canals—			
Carillon and Grenville Canal	.....	.....	.....
" " Grenville	.....	139.00	139.00
" " Carillon	.....	1,020.00	1,020.00
Ste. Anne Lock	224.15	153.00	377.15
Chats Falls Canal	.....	2.00	2.00
Totals	224.15	1,314.00	1,538.15
Rideau Canal	.....	1,897.00	1,897.00
Ottawa	260.00	3,363.41	3,623.41
Kingston Mills	.....	402.00	402.00
Smiths Falls	55.00	124.95	179.95
Totals	315.00	5,787.36	6,102.36
St. Peter's Canal	.....	7.00	7.00
Murray Canal	.....	253.00	253.00
Trent Canal	70.00	3,796.80	3,866.80
Sault Ste. Marie Canal	.....	60.00	60.00
Grand totals	142,338.97	245,315.93	387,654.90
Net amount deposited to the credit of the Receiver General	.....	.....	387,654.90

STATEMENT OF HYDRAULIC AND OTHER RENTS, showing Rent accrued, paid, and balances due March 31, 1919.

Balance due April 1, 1918.	Hydraulic and other rents accrued	Lock House Rents.	Totals.	Canals.	Abatement for overcharges.	Deposited to the credit of the the Receiver General.		Balance due March 31, 1919	Totals.
						Lock House Rents.	Hydraulic Rents, etc.		
$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
63,317 12	70,133 53	792 00	134,242 65	Welland	299 00	792 00	62,657 80	70,493 85	134,242 65
768 00	4,103 50	150 00	5,021 50	Welland Ship	603 00	150 00	3,987 50	281 00	5,021 50
11,186 67	4,215 10	216 00	15,617 77	Williamsburg	850 00	216 00	1,435 10	13,116 67	15,617 77
1,935 10	14,082 50	.....	16,017 60	Cornwall	.....	.....	14,452 50	1,565 10	16,017 60
5,767 09	14,816 15	.....	20,583 24	Beauharnois	.....	.....	14,816 15	5,767 09	20,583 24
36,042 56	146,519 40	204 00	182,765 96	Lachine	12,628 93	204 00	131,108 12	38,824 91	182,765 96
801 84	126 00	663 00	1,590 84	Chambly	8 00	663 00	122 00	797 84	1,590 84
6,925 53	7,078 86	1,897 00	15,901 39	Rideau	167 00	1,897 00	3,890 36	9,947 03	15,901 39
28,616 99	16,814 53	1,254 73	46,686 25	Trent	.....	1,254 73	2,542 07	42,889 45	46,686 25
60 00	85 00	.....	145 00	Sault Ste. Marie	.....	.....	60 00	85 00	145 00
21,711 08	644 00	192 00	22,547 08	Carillon and Grenville	.....	192 00	967 00	21,388 08	22,547 08
.....	3,157 60	336 60	3,493 60	Soulanges	.....	336 00	3,157 60	.....	3,493 60
4 00	33 00	120 00	157 00	St. Anne Lock	.....	120 00	33 00	4 00	157 00
1 00	1 00	.....	2 00	Chats Falls	.....	.....	2 00	.....	2 00
.....	7 00	.....	7 00	St. Peters	.....	.....	7 00	.....	7 00
4 00	14 00	240 00	258 00	Murray	.....	240 00	13 00	5 00	258 00
177,140 98	281,831 17	6,064 73	465,036 88	.....Totals	14,555 93	6,064 73	239,251 20	205,165 02	465,036 88

Welland Ship Canal.—Amounts Expended on Construction.

	Year ending.	Capital.
		$ cts.
Government expenditure	1914	994,257 60
" "	1915	4,074,200 69
" "	1916	4,892,105 15
" "	1917	3,513,769 82
" "	1918	1,235,046 59
" "	1919	1,823,875.96
Total	.....	16,533,255 81

Expenditure as above		$16,533,255 81
To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—		
1905–06	$ 13,231 97	
1906–07	10,825 27	
1907–08	8,300 34	
1908–09	19,993 37	
1909–10	9,979 91	
1910–11	21,229 35	
1911–12	23,138 60	
1912–13	112,890 92	
		219,589 73
Total cost of Welland Ship Canal to March 31, 1919		$16,752,845 54

Hudson Bay Railway.—Amounts Expended on Construction.

	Year ending.	Capital.
		$ cts.
Government expenditure	1909	92,427 83
" "	1910	53,042 63
" "	1911	184,149 81
" "	1912	159,632 00
" "	1913	1,099,063 15
" "	1914	4,498,717 25
" "	1915	4,773,743 99
" "	1916	4,889,131 77
" "	1917	2,604,279 94
" "	1918	1,879,699 00
" "	1919	562,557 80
Total to March 31, 1919	.....	20,796,445 17

Quebec Bridge.—Amounts Expended on Construction.

	Year. ending.	Capital	Income.
		$ cts.	$ cts.
Government expenditure	1909	.....	422,867 12
" "	1910	.....	111,788 02
" "	1911	227,563 40	.....
" "	1912	603,293 07	.....
" "	1913	1,512,825 96	.....
" "	1914	2,604,105 61	.....
" "	1915	2,816,305 10	.....
" "	1916	2,746,813 70	.....
" "	1917	2,733,677 00	.....
" "	1918	931,278 01	.....
" "	1919	656,761 79	.....
Total	.....	14,832,623 64	534,655 14
Less amount received from the Phœnix Bridge Co., 1910	.....	.....	100,000 00
Total to March 31, 1919	.....	14,832,623 64	434,655 14

Capital expenditure as above		$14,832,623 64
In this expenditure a total of $91,188.10 has been credited, being received for the sale of scrap and used material from the collapsed bridge.		
Add amounts paid by the Finance Department not included above:—		
Amount guaranteed by Act of 1903, Chap. 54	$ 6,424,781 00	
Amount paid to the Province of Quebec	250,000 00	
Amount paid to City of Quebec	300,000 00	
Amount paid to Emile Tanguay, as per Supreme Court award	485 20	
		6,975,266 20
		21,807,889 84
Less amount received from the Phoenix Bridge Co		100,000 00
Agrees with Public Accounts Balance Sheet, 1919		$21,707,889 84
To which add the expenditure under Income, 1909 and 1910	$ 534,655 14	
Add also amount paid for subsidies in 1901, 1902 and 1903	374,353 33	
		909 008 47
Total expenditure to date of March 31, 1919		$22,616,898 31

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EXPENDITURE on the Canadian Government Railways to March 31, 1919.

CAPITAL ACCOUNT.

Railways.	Previous Years.	Year ending March 31, 1919.	Total.
	$ cts.	$ cts.	$ cts.
Intercolonial Railway System as follows:—			
Canada Eastern Ry	819,000 00	.....	819,000 00
Cape Breton Ry	3,860,679 14	.....	3,860,679 14
Drummond County Ry	1,464,000 00	.....	1,464,000 00
Eastern Extension Ry	1,324,042 81	.....	1,324,042 81
Montreal and European Ry	333,942 72	.....	333,942 72
Oxford and New Glasgow Ry	1,949,063 21	.....	1,949,063 21
Intercolonial Ry	116,366,437 51	10,537,031 24	126,903,468 75
Total	126,117,165 39	10,537,031 24	136,654,196 63
Prince Edward Island Ry	11,829,557 44	732,752 53	12,562,309 97
International Ry. of New Brunswick	13,031 96	77,849 84	90,881 80
New Brunswick and Prince Edward Island Ry	391,454 27	126,201 30	517,655 57
Elgin and Havelock Ry	.....	47,209 98	47,209 98
Moncton & Buctouche Ry	.....	37,829 81	37,829 81
Salisbury & Albert Ry	.....	42,304 58	42,304 58
St. Martins Ry	.....	34,566 47	34,566 47
York & Carleton Ry	.....	7,250 60	7,250 60
Canadian Northern Ry	.....	9,733,333 24	9,733,333 24
Quebec and Saguenay Ry	1,703,589 90	4,846,306 52	6,549,896 42
National Transcontinental Ry	164,488,236 85	640,504 90	165,128,741 75
Hudson Bay Railway	20,233,887 37	562,557 80	20,796,445 17
Annapolis and Digby Ry	660,683 09	.....	660,683 09
*a*European and North American Ry	88,363 18	.....	88,363 18
*a*Nova Scotia Ry	208,509 72	.....	208,509 72
*c*Carleton Branch Ry	48,410 48	.....	48,410 48
Canadian Government Rys. Rolling Stock purchased 1917-18-19	24,392,985 80	12,767,481 83	37,160,467 63
Canadian Pacific Ry	62,789,776 09	.....	62,789,776 09
Yukon Territory Works, Stikine Teslin Ry	283,323 55	.....	283,323 55
Governor General's Cars	71,538 82	.....	71,538 82
Miscellaneous Expenditure	18,345 00	.....	18,345 00
Total	413,338,858 91	40,193,180 64	453,532,039 55
*b*Quebec Bridge	14,175,861 85	656,761 79	14,832,623 64
	427,514,720 76	40,849,942 43	468,364,663 19

a Amount paid on this line, between 1868 and 1873, inclusive, was transferred to Consolidated Fund.
b See Special Statement, page 19 and also 15.
c This Railway, which cost $88,410.48, was sold in 1893 to the City of St. John, N.B., for $40,000. (Vict. Cap. 6).

EXPENDITURE on the Canadian Government Railways to March 31, 1919.

INCOME ACCOUNT.

Railways.	Previous years.	1918-19.	Total.
	$ cts.	$ cts.	$ cts.
Annapolis and Digby Ry	8,381 82		8,381 82
Intercolonial Ry	280,000 00		280,000 00
Miscellaneous expenditure	4,027,475 05	415,351,78	4,442 826 83
Total	4,315,856 87	415,351 78	4,731,208 65
Quebec Bridge	434,655 14		434,655 14
Total	4,750,512 01	415,351 78	5,165,863 79

EXPENDITURE of the Canadian Government Railways to March 31, 1919.

REVENUE ACCOUNT—WORKING EXPENSES.

Railways.	Previous Years.	1918-19.	Total.
	$ cts.	$ cts.	$ cts.
*Intercolonial Railway	254,610,305 36	28,242,111 11	282,852,416 47
†New Brunswick and Prince Edward Island Ry	209,004 68	†	209,004 68
Prince Edward Island Ry	14,113,147 64	1,596,049 91	15,709,197 55
International Ry. of New Brunswick	958,973 91	549,310 26	1,508,284 17
Moncton and Buctouche Ry		68,432 48	68,432 48
Salisbury and Albert Ry		95,967 51	95,967 51
St. Martins Ry		45,930 81	45,930 81
York and Carleton Ry		22,409 05	22,409 05
Elgin and Havelock Ry		48,343 40	48,343 40
St. John & Quebec Ry	354,724 73	192,690 05	547,414 78
National Transcontinental Ry	23,211,442 19	13,028,381 49	36,239,823 68
Miscellaneous expenditure	109,289 97	17,000 00	126,289 97
Canadian Pacific Ry	318,216 30		318,216 30
Eastern Extension Ry	538,094 06		538,094 06
Total	294,423,198 84	43,906,626 07	338,329,824 91
‡Intercolonial Ry.—Improvement and Betterments	2,586,230 21		2,586,230 21
Total	297,009,429 05	43,906,626 07	340,916,055 12

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

†Included in Intercolonial Railway Working Expenses.

‡This charge to Working Expenses was credited to Rolling Stock account for the purchase of rolling stock out of the earnings of the railway.

REVENUE RECEIVED by the Canadian Government Railways to March 31, 1919.

Railways.	Previous Years.	1918–19.	Total.
	$ cts.	$ cts.	$ cts.
Intercolonial Railway	246,695,114 08	26,435,353 78	273,130,457 86
†New Brunswick and Prince Edward Island Ry	114,170 90	†	114,170 90
Prince Edward Island Ry	9,834,688 51	741,514 58	10,576,203 09
International Ry	427,671 52	202,354 27	630,025 79
Moncton & Buctouche Ry	.....	32,610 20	32,610 20
Salisbury and Albert Ry	.....	44,472 00	44,472 00
St. Martins Ry	.....	16,694 06	16,694 06
York & Carleton Ry	.....	6,954 35	6,954 35
Elgin & Havelock Ry	.....	13,447 08	13,447 08
St. John & Quebec Ry	211,680 35	139,185 21	350,865 56
National Transcontinental Ry	17,493,990 55	10,412,407 56	27,906,398 11
Canadian Pacific Ry	396,473 75	.....	396,473 75
Eastern Extension Ry	462,465 68	.....	462,465 68
Total	275,636,255 34	38,044,983 09	313,681,238 43

†Revenue included with the Intercolonial Railway.

MISCELLANEOUS EXPENDITURE common to both Railways and Canals including War appropriation, to March 31, 1919.

INCOME ACCOUNT.

Expenditure previous to 1918–19	.....	$ 2,585,735 54
Expenditure during 1918–19	.....	2,871,849 71
Total		$ 5,457,585 25

EXPENDITURE common to both Railways and Canals to March 31, 1919.

REVENUE ACCOUNT.

——	Previous. Years.	1918–19.	Total.
	$ cts.	$ cts.	$ cts.
Expenditure	69,711 05	.....	69,711 05

GOVERNMENT RAILWAYS.

Recapitulation of Expenditure and Revenue to March 31, 1919.

—	Year.	Capital.	Revenue.		Revenue received.
			Improvement and Betterments.	Working expenses.	
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation		13,881,460 65			
Since Confederation—					
1868 to 877 inclusive		33,476,607 70		10,059,936 93	7,270,643 05
" "	1878	2,643,741 72		2,032,873 05	1,514,846 38
" "	1879	2,507,053 71		2,233,496 34	1,419,955 60
" "	1880	6,109,077 14		1,851,489 26	1,739,137 25
" "	1881	5,577,236 73		2,220,421 39	2,200,486 25
" "	1882	5,175,046 61		2,310,638 54	2,237,583 39
" "	1883	11,707,619 02		2,636,551 70	2,541,205 41
" "	1884	14,013,074 89		2,613,508 87	2,551,937 97
" "	1885	11,224,244 54		2,749,710 53	2,624,243 07
" "	1886	4,443,220 17		2,819,973 50	2,629,336 35
" "	1887	1,846,887 18		3,152,650 40	2,840,747 88
" "	1888	1,765,582 11		3,621,076 62	3,166,253 22
" "	1889	2,709,857 37		3,513,063 67	3,167,542 67
" "	1890	2,392,767 99		3,846,044 42	3,203,874 11
" "	1891	1,184,317 34		3,949,263 73	3,181,888 56
" "	1892	417,425 73		3,748,597 77	3,136,393 51
" "	1893	712,917 44		3,288,629 62	3,262,505 62
" "	1894	585,749 01		3,226,208 13	3,179,019 57
" "	1895	376,814 83		3,197,846 17	3,129,450 37
" "	1896	324,774 72		3,254,442 64	3,140,678 47
" "	1897	204,624 31		3,195,959 58	3,060,074 38
" "	1898	270,990 85		3,507,248 88	3,313,847 10
" "	1899	1,112,348 47		3,696,612 31	3,940,570 11
" "	1900	3,309,130 42		4,665,228 06	4,774,161 87
" "	1901	3,922,989 37		5,739,051 54	5,213,381 24
" "	1902	5,386,611 24		5,861,099 54	5,918,990 43
" "	1903	3,083,680 86		6,474,134 20	6,584,598 77
" "	1904	2,619,059 86		7,599,958 57	6,627 255 51
" "	1905	6,125,481 79		8,906,154 35	7,050,892 11
" "	1906	6,102,565 74		7,893,653 49	7,950,552 97
" "	1907	7,174,370 17		6,328,745 65	6,509,186 49
" "	1908	23,684,005 25		9,595,295 43	9,534,569 04
" "	1909	29,414,227 34		9,764,586 51	8,894,420 42
" "	1910	21,505,975 91		9,095,903 96	9,647,963 71
" "	1911	24,532,466 18		10 037,878 77	10,249,394 38
" "	1912	23,108,805 52		11,074,852 80	11,034,165 83
" "	1913	17,375,968 10		12,499,925 65	12,442,203 46
" "	1914	21,628,095 15		13,559,225 45	13,394,317 37
" "	1915	21,865,663 92		12,474,453 85	12,149,357 32
" "	1916	21,155,255 19	1,515,895 57	17,891,484 65	18,427,908 65
" "	1917	12,003,649 70	1,070,334 64	24,725,571 90	23,539,758 61
" "	1918	34,699,416 96		33,400,460 45	27,240,956 87
	1919	40,193,180 64		43,889,626 07	38,013,725 69
Total		*453,554,039 55	2,586,230 21	338,203,534 94	313,649,981 03

Total amount of capital expenditure	453,554,039 55
Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway	40,000 00
Net amount of capital expenditure	453,514,039 55

*Cost of Quebec Bridge not included.

SESSIONAL PAPER No. 20

TOTAL EXPENDITURE AND REVENUE of the Department of Railway and Canals prior to and since Confederation to March 31, 1919.

	$ cts.	$ cts.
GRAND TOTAL EXPENDITURE		1,067,463,303 67
Expenditure on Railways	799,179,303 32	
" Quebec Bridge	15,267,278 78	
" Railway Subsidies	76,056,625 54	
" Canals	171,432,799 73	
" Miscellaneous	5,527,296 30	
Total Expenditure		1,067,463,303 67
CLASSIFICATION OF EXPENDITURE IN GENERAL—		
Capital account	595,277,870 58	
Revenue account	375,820,770 63	
Income account	20,308,036 92	
Consolidated Fund—		
Consolidated fund—Railway subsidies, pages 24 to 31	76,056,625 54	
Total expenditure		1,067,463,303 67
CLASSIFICATION OF EXPENDITURE IN DETAIL—		
Railways—		
Capital—*See* page 19	453,532,039 55	
Income—*See* page 20	4,731,208 65	
Revenue—*See* page 20	340,916,055 12	
		799,179,303 32
Quebec Bridge—		
Capital—*See* page 19	14,832,623 64	
Income—*See* page 20	434,655 14	
		15,267,278 78
Railway subsidies—*See* pages 24 to 31	76,056,625 54	
		76,056,625 54
Total expenditure on railways 890,503,207 64		
Canals—		
Capital—*See* pages 11 and 13	126,913,207 39	
Income—*See* pages 11 and 13	9,684,587 88	
Revenue—*See* pages 12 and 13		
" Staff 19,800,231 08		
" Repairs 15,034,773 38		
	34,835,004 46	
		171,432,799 73
Miscellaneous expenditure—		
Income—*See* page 21	5,457,585 25	
Revenue—*See* page 21	69,711 05	
		5,527,296 30
Grand total expenditure		1,067,463,303 67
REVENUE RECEIVED.		
GRAND TOTAL OF REVENUE RECEIVED from July 1, 1867 to Mar. 31, 1919		
Railways—*See* page 21	313,649,981 03	
Canals—*See* page 14	17,467,794 44	
Grand total		331,117,775 47

RAILWAY AND BRIDGE SUBSIDY STATEMENTS

I.—*Statement showing the Railway Subsidies paid during the year ending March 31, 1919.*

II.—*Statement of Railway and Bridge Subsidies paid from July 1, 1883, to March 31, 1919.*

I.—RAILWAY SUBSIDIES PAID DURING YEAR ENDING MARCH 31, 1919

Date.	Name of Railway.	Amount.	
		$ cts.	$ cts.
1919.			
Feb. 19.....	*Canadian Northern Alberta Railway Co.*—		
	Act 1913, Cap. 10.		
	Payment of balance of subsidy on 260 miles of railway from Edmonton, Alta., to the boundary line of British Columbia at Yellowhead Pass.....	.....	25,896 00
May 10.....	*Canadian Northern Ontario Railway.*—		
	Act 1913, Cap. 10.		
	Payment of balance of subsidy on 894.48 miles of railway from Ottawa to Port Arthur.....	.....	17,909 32
1918.			
Sept. 21.....	*Canada Central Railway*—		
	Appropriation Act No. 2, 1918, vote 382.		
	Payment on Account of contribution towards the cost of construction of a railway bridge over the Peace River at, or near Peace River Crossing, Alberta.....	99,242 50	
1919.			
Feb. 4.....	Further payment on same.....	62,787 50	
April 24.....	Final payment on same.....	12,970 00	175,000 00
	Total.....	.....	218,805 32

II.—Statement showing Subsidies paid to March 31, 1919.

Subsidies Voted. Authority.	Subsidies Voted. Amount.	Number.	Railways.	July 1, 1883, to March 31, 1916.	1916-17.	1917-18.	1918-19.	Total to March 31, 1919.
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
47 Vic., chap. 8 52 " 3	51,200 00	1	Albert Southern Railway, N.B.	50,460 00				50,460 00
3-4 Geo. V, chap. 46	—	2	Alberta Central Railway, Alta.	404,480 00				404,480 00
62-3 Viv., chap. 7 63-4 " 8 1 Ed. VII, chap. 7	—	3	Algoma Central and Hudson Bay Ry., Ont.	2,048,704 00				2,048,704 00
9-10 " 51	—	4	Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario	547 648 00				547,648 00
1 " 7	—	5	Atlantic and Lake Superior Ry., Quebec	a163,418 19				a163,418 19
37 Vic., chap. 14	186,500 annually for 20 years...	6	Atlantic and Northwestern Railway	3,732,000 00				3,732,000 00
6 Ed. VII, chap. 43 9-10 " 51	—	7	Atlantic, Quebec and Western Ry. Co., Quebec	902,800 00				902,800 00
46 Vic., chap. 25 47 " 8 52 " 3	320,000 00 300,000 00	8	Baie des Chaleurs Railway, Quebec	620,000 00				620,000 00
—	—	9	Bay of Quinte Railway, Ontario, now (1918) Canadian Northern Ry.	141,722 45				141,722 45
50-1 Vic., chap. 27 56 " 4	62,4000	10	Beauharnois Junction Railway, Quebec	62,400 00				62,400 00
48-9 " 54 49 " 19	22,400 00	11	Belleville and North Hastings Railway, Ontario	21,888 00				21,888 00
50-1 " 24 57-8 " 4	57,600 00	12	Brantford, Waterloo and Lake Erie Ry., Ontario	57,600 00				57,600 00
48-9 " 59 53 " 2 54-5 " 8 57-8 " 4	128,000 00 64,000 00	13	Brockville, Westport and Sault Ste. Marie Railway, Ontario, now (1918) Canadian Northern Ry.	140,800 00				140,800 00
"	—	15	Bruce Mines and Algoma Railway, Ontario	53,920 00				53,920 00
49 Vic., chap. 10 50-1 " 24 48-9 " 59 49 " 10 50-1 " 24 47 " 8 48-9 " 59 49 " 10	96,000 00 6,400 00 96,000 00 38,400 00 180,000 00 128,000 00 19,200 00 32,000 00	14	Buctouche and Moncton Railway, New Brunswick	101,600 00				101,600 00
		16	Canada Atlantic Railway, Ontario	282,355 20				282,355 20

STATEMENT Showing Subsidies paid to March 31, 1919.—*Continued.*

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1916.	1916-17.	1917-18.	1918-19.	Total to March 31, 1919.
Authority.	Amount.							
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
App. Act 2, 1918	175,000 00	16½	Canada Central Ry., Alberta				175,000 00	175,000 00
48-9 " 59	24,439 84	17	Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry	374,839 84				374,839 84
51 " 3	140,800 00							
57-8 " 4	35,200 00							
62-3 " 7	—							
7-8 Ed. VII, c. 63	—	18	Canada and Gulf Terminal Ry. Co	210,053 59				210,053 59
47 Vic., chap. 8	32,000 00							
49 " 10	57,600 00							
52 " 3	22,400 00							
53 " 2	48,000 00	19	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	1,265,357 14				1,265,357 14
56 " 2	47,000 00							
57-8 " 4	70,400 00							
7-8 Ed. VII, c. 63	—							
2 Geo. V, chap. 7	—	20	Canadian Northern Alberta Ry. Co., Alberta	3,094,104 00			25,896 00	3,120,000 00
3-4 " 10								
6-7 Ed. VII, c. 40	—	21	Canadian Northern Ontario Ry. Co	14,028,582 10	358,180 41	80,963 37	17,909 32	14,485,635 20
7-8 " 63								
—	—	22	Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories	1,909,132 00				1,909,132 00
2 Geo. V, chap. 9	—	23	Canadian Northern Pacific Ry. Co., British Columbia	5,648,626 37		338,893 63		5,987,520 00
—	—	24	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	391,819 75				391,819 75
60-61 Vic., chap. 5	3,630,000 00	25	Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass)	3,404,720 00				3,404,720 00
—	—	26	Canadian Pacific Ry. Co. (Dyment Branch)	22,336 00				22,336 00
2 Geo. V, chap. 48	—	27	Canadian Pacific Ry., Bridge at Edmonton, Alberta	126,000 00				126,000 00
3-4 " 46	—	28	Canadian Pacific Ry., Gimli to Icelandic River Bridge	80,032 00				80,032 00
—	—	29	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866 00				153,866 00
7-8 Ed. VII, c. 63	—	30	Can. Pac. Ry. Co., Moosejaw northwesterly	485,474 27				485,474 27
2 Geo. V, chap. 48	—	31	Can. Pac. Ry. Co. Bridge at Outlook	115,000 00				115,000 00
—	—	32	Can. Pac. Ry. Co. (Pheasant Hills Branch)	435,200 00				435,200 00
—	—	33	Can. Pac. Ry. Co. (Pipestone Branch)	160,000 00				160,000 00
55-6 Vic., chap. 5	80,000 00	34	Can. Pac. Ry. Co., B.C., Revelstoke to Arrow Lake	80,000 00				80,000 00
—	—	35	Can. Pac. Ry. Co. (Selkirk Branch)	83,200 00				83,200 00
4 Ed. VII, chap. 34	—	36	Can. Pac. Ry. Co. (Staynerville Branch)	13,024 00				13,024 00
6 " 43	—	37	Can. Pac. Ry. Co. (Teulon to Icelandic River)	112,000 00				112,000 00
—	—	38	Can. Pac. Ry. Co. (Waskada Branch)	64,000 00				64,000 00
7-8 Ed. VII, c. 63	—	39	Can. Pac. Ry., Winnipeg to Gimli, Man	34,522 43				34,522 43
48-9 Vic., chap. 58	1,500,000 00	40	Canadian Pacific Extension	1,500,000 00				1,500,000 00

57-8 " 4	9,000 00	41	Cap de la Magdeleine Railway, Quebec	7,424 00					7,424 00
—	—	42	Cape Breton Extension Railway, Nova Scotia	196,800 00					196,800 00
46 Vic., chap. 25	115,200 00								
47 " 8	76,800 00	43	Caraquet Railway, New Brunswick	224,000 00					224,000 00
50-1 " 24	32,000 00								
47 " 8									
51 " 3									
52 " 3	83,612 00								
53 " 2	142,400 00	44	Central Railway, New Brunswick	226,012 54					226,012 54
57-8 " 4	48,000 00								
61 " 1									
62-3 " 1									
2 Ed. VII, chap. 48	—								
46 Vic, chap. 2	1,525,250 00	45	Central Railway of Canada, Quebec	30,145 02					30,145 02
7 " 8		46	Central Canada Railway	1,525,250 00					1,525,250 00
6-7 Ed. VII, c. 40	—		Central Ontario Railway Co., Ontario, now (1918)						
		47	Canadian Northern Ry	205,862 79					205,862 79
—	—	48	Coast Line of Nova Scotia, (Halifax and Yarmouth Ry.), now (1918) Canadian Northern Ry	160,000 00					160,000 00
6 Ed. VII, chap. 43	—	49	Colchester Coal and Railway Co., Nova Scotia	12,800 00					12,800 00
53 Vic., chap. 2	112,000 00	50	Columbia and Kootenay, Ry. Co., British Columbia	88,800 00					88,800 00
50-1 " 24	44,800 00	51	Cornwallis Valley Railway Co., Nova Scotia	44,800 00					44,800 00
52 " 3									
50-1 " 24	44,800 00	52	Cumberland Railway and Coal Co., Nova Scotia	39,850 00					39,850 00
5-6 " 5	89,600 00	53	Dominion Coal Company, Nova Scotia	87,808 00					87,808 00
50-1 " 24	22,400 00	54	Dominion Lime Company, Quebec	15,360 00					15,360 00
50-1 " 24	96,000 00								
52 " 3	14,400 00	55	Drummond County Railway, Quebec	423,936 00					423,936 00
53 " 2	76,800 00								
57-8 " 4	96,000 00								
—	—	56	East Richelieu Valley Railway Co., Quebec (Quebec, Montreal and Southern Ry)	69,952 00					69,952 00
3-4 Geo.V, chap.46	—	57	Edmonton, Dunvegan and British Columbia Railway, Alberta		125,202 84				125,202 84
6-7 Ed. VII, c. 40	—	58	Edmonton, Yukon and Pacific Railway Co., Alberta, now (1918) Canadian Northern Ry	91,200 00					91,200 00
46 Vic., chap. 25	38,400 00	59	Elgin, Petitcodiac and Havelock Railway, N.B	82,652 82					82,652 82
51 " 3	44,252 82								
47 " 8	96,000 00	60	Erie and Huron Railway, Ontario	96,000 00					96,000 00
47 " 6	750,000 00	61	Esquimalt and Nanaimo Railway, British Columbia	1,520,560 00					1,520,560 00
2 Geo. V, chap. 48	—	62	Fredericton and Grand Lake Railway Co., New Brunswick	216,576 00					216,576 00
52 Vic., chap. 3	30,000 00	63	Fredericton and St. Mary's Ry. Bridge Co., New Brunswick	30,000 00					30,000 00
60-61 " 4	500,000 00	64	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec	500,000 00					500,000 00
63 " 3									
56 " 2	48,000 00	65	Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario	39,744 00					39,744 00
7-8 Ed. VII, c. 63	—	66	Grand Trunk Pacific Ry. Co	1,220,480 00					1,220,480 00

STATEMENT showing Subsidies paid to March 31, 1919.—*Continued.*

Subsidies Voted.		No.	Railways.	July 1, 1883, to March 31, 1916.	1916–17.	1917–18.	1918–19.	Total to March 31, 1919.
Authority.	Amount.							
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
49 Vic., chap. 10	32,000 00							
50-1 " 24	96,000 00	67	Great Eastern Railway, Quebec	40,345 00				40,345 00
56 " 2	64,000 00							
53 " 2	37,500 00							
50-1 " 24	51,200 00	68	Guelph Junction Railway, Ontario	46,000 00				46,000 00
57-8 " 4	—	69	Gulf Shore Railway Company, New Brunswick	53,699 20				53,699 20
9-10 Ed. VII, c. 51	—	69½	Ha-Ha-Bay Railway Co., Quebec	231,226 20	235 80			231,462 00
—	—	70	Halifax and Southwestern Railway Co., Nova Scotia, now (1918) Canadian Northern Ry	1,238,450 93				1,238,450 93
50-1 Vic., chap. 24	9,600 00	71	Harvey Branch Railway Co., New Brunswick	5,553 57				5,553,57
49 " 10	108,800 00	72	Hereford Railway, Quebec	155,200 00				155,200 00
52 " 3	48,000 00							
46 " 25	156,800 00	73	International Railway, Quebec	156,800 00				156,800 00
53 " 3								
7-8 Ed. VII, c. 63	—	74	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co	726,080 00				726,080 00
—	—	75	Inverness Railway and Coal Co	368,545 97				368,545 97
47 Vic., chap. 8	160,000 00	76	Irondale, Bancroft and Ottawa Railway, Ontario, now (1918) Canadian Northern Ry	144,000 00				144,000 00
52 " 3								
49 " 10	38,400 00	77	Joggins Railway, Nova Scotia	37,500 00				37,500 00
50-1 " 24	4,000 00							
6 Ed. VII, chap. 43	—	78	Kettle Valley Ry., British Columbia	1,883,288 29	290,902 43			2,174,190 72
46 Vic., " 24	89,600 00							
49 " 10	70,000 00							
50-1 " 24	12,800 00	79	Kingston, Napanee and Western Ry., formerly Napanee Tamworth and Quebec Ry., Ontario, now (1918) Canadian Northern Ry	208,732 80				208,732 80
52 " 3	32,000 00							
55-6 " 5	64,000 00							
47 Vic., chap. 8	48,000 00	80	Kingston and Pembroke Ry., Ontario	48,000 00				48,000 00
6 Ed. VII, chap. 43	—	81	Klondike Mines Railway	197,184 00				197,184 00
2 " 48	—	82	Kootenay Central Ry. Co., British Columbia	1,065,856 00				1,065,856 00
50-1 Vic., chap. 23	118,400 00							
55-6 " 4	224,000 00	83	Lake Erie and Detroit River Railway, Ontario	475,851 00				475,851 00
62-3 " 5	—							
2 Geo. V, chap. 48	—	84	Lake Erie and Northern Ry. Co., Ontario	135,129 60	185,062 40			320,192 00
50-1 Vic., chap. 24	65,200 00	85	Lake Temiscamingue Colonization Ry., Quebec	310,335 95				310,335 95
57-8 " 4	274,940 00							
49 " 10	11,200 00	86	L'Assomption Railway, Quebec	11,200 00				11,200 00

50-1 " 24	217,600 00	87	Laurentian Railway, now (1918) Canadian Northern Ry	217,600 00				217,600 00
48-9 " 50	44,800 00	88	Leamington and St. Clair Ry., Ontario	51,200 00				51,200 00
50-1 " 24	6,400 00							
6-7 Ed. VII, c. 40	—	89	Liverpool and Milton Ry. now (1918) Canadian Northern Ry	32,000 00				32,000 00
45 Vic., chap. 14	—	90	Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario	185,173 06				185,173 06
55-6 Vic., chap. 5	48,000 00	91	Lotbinière and Megantic Railway, Quebec	96,000 00				96,000 00
57-8 " 4	48,000 00							
—	—	92	Maganetawan River Railway Co., Ontario	3,552 00				3,552 00
7-8 Ed. VII, c. 63	—	93	Maritime Coal and Railway Co.	3,200 00				3,200 00
—	—	94	Massawippi Valley Railway Co., Quebec	5,376 00				5,376 00
—	—	95	Midland Railway Co., Nova Scotia	399,060 40				399,060 40
—	—	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now (1918) Canadian Northern Ry	125,760 00				125,760 00
3 Ed. VII, chap. 57	—	97	Minudie Coal Co., Nova Scotia	18,544 00				18,544 00
56 Vic., chap. 2	67,200 00							
57-8 " 4	38,400 00	98	Montfort Colonization Railway, Quebec, now (1918) Canadian Northern Ry	167,440 00				167,440 00
60-1 " 4	66,000 00							
48-9 " 59	30,000 00							
50-1 " 24	64,000 00	99	Montreal and Champlain Junction Railway, Quebec	103,600 00				103,600 00
51 " 3	9,600 00							
49 " 10	32,000 00	100	Montreal and Lake Maskinonge Railway, Quebec	41,280 00				41,280 00
53 " 2	10,200 00							
50-1 " 24								
53 " 2	192,000 00	101	Montreal and Ottawa Railway, Ontario	192,000 00				192,000 00
54-5 " 8								
57-8 " 4								
1 Ed. VII, chap. 7	—	102	Montreal and Province Line Railway, Quebec	58,560 00				58,560 00
48-9 " 59	72,000 00	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.)	93,757 57				93,757 57
53 " 2	40,000 00							
53 Vic., chap. 2	361,270 00	104	Montreal and Western Railway, Quebec	361,270 00				361,270 00
57-8 " 4	121,600 00	105	Nakusp and Slocan Railway, British Columbia	117,760 00				117,760 00
6 Ed. VII, chap. 43	—	106	Napierville Junction Railway Co., Quebec	173,440 00				173,440 00
—	—	107	New Brunswick Coal and Railway Co., New Brunswick	48,000 00				48,000 00
48-9 Vic., chap. 59	118,400 00	108	New Brunswick and Prince Edward Island Railway	113,440 00				113,440 00
55-6 " 5	40,000 00	109	New Glasgow Iron, Coal and Railway Co., Nova Scotia	39,840 00				39,840 00
Ed. VII, chap. 57	—	110	Nicola, Kamloops and Similkameen Coal Railway Co.	300,800 00				300,800 00
7-8 " 63	—	111	North Shore Railway Co., formerly Beersville Coal and Railway Co.	27,616 00				27,616 00
—	—	112	Northern Colonization Railway Co., Quebec	355,200 00				355,200 00
2 Geo. V, chap. 47	—	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick	108,160 00				108,160 00
3-4 " 46								
46 " 26	660,000 00	114	Northern and Pacific Junction Railway, Ontario	1,320,000 00				1,320,000 00
53 " 2	660,000 00							
55-6 " 5	240,000 00	115	Nova Scotia Central Railway Co., Nova Scotia, now (1918) Canadian Northern Ry	235,200 00				235,200 00
61 " 1								
56 " 2	32,000 00	116	Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. & Mining Co.) now (1918) Canadian Northern Ry	30,720 00				30,720 00

STATEMENT showing Subsidies paid to March 31, 1919.—*Concluded.*

Subsidies Voted.		No.	Railways.	July 1, 1883 to March 31, 1916.	1916–17.	1917–18.	1918–19.	Total to March 31, 1919.
Authority.	Amount.							
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
53 " 2	99,200 00	117	Orford Mountain Railway Company, Quebec	202,926 50				202,926 50
3 Ed. VII, chap. 2	—							
56 " 2	22,400 00	118	Oshawa Railway and Navigation Co., Ontario	22,400 00				22,400 00
55–6 " 5	—	119	Ottawa, Arnprior and Parry Sound Ry., Ontario	779,712 00				779,712 00
—	—	120	Ottawa and New York Railway Company, Ontario	262,384 00				262,384 00
52 Vic., chap. 3	320 000 00	121	Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20				414,931 20
57–8 " 6	64,000 00							
60–1 " 4	—							
52 " 3	128,000 00	122	Parry Sound and Colonization Railway, Ontario	152,800 00				152,800 00
57–8 " 4	64,000 00							
—	—	123	Pembroke Southern Railway, Ontario	61,000 00				64,000 00
55–6 Vic., chap. 5	—	124	Phillipsburg Junction Ry. Quarry Co., Quebec	23,712 00				23,712 00
47 " 8	272,000 00							
51 " 3	41,000 00	125	Pontiac Pacific Junction Railway, Quebec	193,578 00				193,578 00
53 " 2	24,000 00							
60–1 " 4	212,500 00	126	Pontiac Pacific and Ottawa & Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)	212,500 00				212,500 00
63–4 " 2								
52 " 3	19,200 00	127	Pontiac and Renfrew Railway, Ontario	13,600 00				13,600 00
51 " 3	287,200 00	128	Port Arthur, Duluth and Western Ry., Ontario, now (1918) Canadian Northern Ry	271,200 00				271,200 00
53 " 2								
62–3 " 7	1,000,000 00	129	Quebec Bridge Co., Quebec	374,353 33				374,353 33
63–4 " 8								
47 " 8	60,342 00							
51 " 3		130	Quebec Central Ry., Quebec	585,038 90				585,038 90
53 " 2	288,000 00							
7–8 Ed. VII, c. 63	—							
45 Vic., chap. 14	384,000 00							
46 " 25	80,000 00							
48–49 " 59	96,000 00							
49 " 10	186,295 00							
50–1 " 24	28,800 00	131	Quebec and Lake St. John Railway, Quebec, now (1918) Canadian Northern Ry	1,261,463 50				1,261,463 50
51 " 3	96,000 00							
52 " 3	64,000 00							
53 " 2	40,000 00							
54–5 " 8	5,250 00							
57–8 " 4	44,800 00							
52 Vic., chap. 3	96,000 00	132	Quebec, Montmorency and Charlevoix Railway Co., Quebec	96,000 00				96,000 00
56 " 3								
—	—	132½	Quebec, Montreal and Southern Railway Co.—*See* South Shore Ry., Quebec.					
7–8 Ed. VII, c. 51	—	133	Quebec and Saguenay Railway Co., Quebec	248,801 28				248,801 28
—	—	134	Schomberg and Aurora Railway Co., Ontario	46,144 00				46,144 00

52 Vic., chap. 3	163,200 00	135	Shuswap and Okanagan Railway, British Columbia	163,200 00				163,200 00
2 Geo. V, chap. 48	—	136	Southampton Railway Co., New Brunswick	81,280 00				81,280 00
50-1 Vic., chap. 24	54,400 00	137	South Norfolk Railway, Ontario	54,400 00				54,400 00
7-8 Ed. VII, c. 63	—	138	South Shore Railway (Quebec, Montreal and Southern), Quebec	514,811 06			14,630 94	529,442 00
50-1 Vic., chap. 24	138,400 00							
55-6 " 5	108,000 00	139	St. Catharines and Niagara Central Railway, Ontario	38,400 00				38,400 00
57-8 " 4	108,800 00							
52 " 3	375,000 00	140	St. Clair Frontier Tunnel Co., Ontario	375,000 00				375,000 00
2 Geo. V, chap. 48	—	141	St. John and Quebec Railway Co., New Brunswick	598,319 70		285,916 81		884,236 51
53 Vic., chap. 2	57,600 00							
55-6 " 5	25,024 00	142	St. Lawrence and Adirondack Railway, Quebec	149,481 60				149,481 60
60-61 " 4								
47 " 8	22,400 00	143	St. Louis and Richibucto Railway, New Brunswick	22,400 00				22,400 00
—	—	144	St. Mary River Railway Co., Northwest Territories	148,094 00				148,094 00
7-8 Ed. VII, c. 63	—	145	St. Mary's and Western Ontario Railway Co., Ontario	67,709 00				67,709 00
7-8 " 63	—	146	St. Maurice Valley Railway Co., Three Rivers to Grand Mère, Quebec	173,120 00				173,120 00
56 Vic., chap. 2	—	146½	St. Stephen and Milltown Railway, New Brunswick	14,848 00				14,848 00
3-4 Geo. V, chap. 53	—	147	Temiskaming and Northern Ontario Railway Co., Ontario	2,134,080 00				2,134,080 00
45 Vic., chap. 14	240,000 00							
48-9 " 58	258,000 00	148	Temiscouata Railway, New Brunswick and Quebec	645,950 00				645,950 00
51 " 3	100,000 00							
53 " 2	51,200 00							
7-8 Ed. VII, c. 63	—	149	Thessalon and Northern Railway Co., Ontario	6,112 00				6,112 00
52 Vic., chap. 3	54,400 00	150	Thousand Islands Railway, Ontario	29,840 00				29,840 00
63-4 " 8								
55-6 " 5	—							
57-8 " 4	—	151	Tilsonburg, Lake Erie and Pacific Railway, Ontario	150,071 48				150,071 48
60-61 " 4	—							
62-63 " 7	—							
54-5 " 8	89,600 00							
53 " 2	35,200 00	152	Tobique Valley Railway, New Brunswick	134,016 00				134,016 00
55-6 " 5	9,600 00							
59 " 10	16,000 00	153	Toronto, Grey and Bruce Railway, Ontario	14,656 00				14,656 00
56 " 2	102,400 00	154	United Counties Railway Co., Quebec (Quebec, Montreal and Southern)	188,816 00				188,816 00
57-8 " 4	102,400 00							
7-8 Ed. VII, c. 34	—	155	Vancouver and Lulu Island Railway Co., British Columbia	61,760 00				61,760 00
53 Vic., chap. 2	35,200 00	156	Waterloo Junction Railway, Ontario	32,800 00				32,800 00
49 " 10	256,000 00	157	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00				256,000 00
53 " 2								
62-3 " 7	—	158	York and Carleton Railway, New Brunswick	32,896 00				32,896 00
			Total	†74,157,831 59	959,583 88	720,404 75	218,805 32	†76,056,625 54

†This amount does not include the subsidy of $25,000,000 to the Canadian Pacific Railway, nor the amount of $660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by Vic. 47, cap. 8 (1884) and the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department. *See* Public Accounts, 1898–1919 and page 79, 1898.

APPENDIX II

CANADIAN GOVERNMENT RAILWAYS

CANADIAN GOVERNMENT RAILWAYS.

INTERCOLONIAL RAILWAY.

Capital Account.

The cost of the road and equipment, on March 31, 1918, was	$126,117,165 39
The additional expenditures during the year were	10,537,031 24
Making the total cost to March 31, 1919	$136,654,196 63

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

Gross earnings—I.C.R. rail account		$ 25,896,376 95
Water account		538,966 83
		$ 26,435,343 78
Working expenses, I.C.R. rail account	$ 27,691,803 18	
Water account	546,503 71	
	$ 28,238,306 89	
N.B. and P.E.I. Ry. (Interest on purchase price)	2,604 22	
Vale railway (Rental)	1,200 00	
		28,242,111 11
Working expenses over gross earnings (deficiency)		$ 1,806,767 33

Revenue.

The gross earnings, including water line, compare as follows with those of the previous year:—

1917-18 (Water line $246,994.17)	$ 18,758,186 41
1918-19 (" $546,503.71)	26,435,343 78
Increase	$ 7,677,157 37

The earnings from passenger traffic (rail) compare as follows:—

1917-18	$ 5,581,215 06
1918-19	6,956,516 45
Increase	$ 1,375,301 39

The earnings from freight traffic, including water line, compare as follows:—

1917-18 (Water line), $246,994.17	$ 12,650,720 19
1918-19	18,137,174 72
Increase	$ 5,486,454 53

Miscellaneous earnings, including mails and express, compare as follows:—

1917-18	$ 526,251 16
1918-19	1,341,652 61
Increase	$ 815,401 45

The rail earnings per mile of railway, compare as follows:—

1917-18	$	11,840 04
1918-19		16,559 80
Increase	$	4,719 76

The earnings per train mile compare as follows:—

1917-18	$	2 18
1918-19		3 07

The number of passengers carried compare as follows:—

1917-18	4,578,783 00
1918-19	4,606,538 00
Increase	27,755 00

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

1917-18	7,837,310 00
1918-19	9,097,677 00
Increase	1,260,367 00

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

WORKING EXPENSES.

1917-18 (Water line, $246,994.17)	$	21,090,298 09
1918-19 (" $546,503.71)		28,242,111 11
Increase	$	7,151,813 02

The averages, not including water line, compare with those of last year as follows:—

Per mile run by engine in 1917-18	$	1 85
" " " 1918-19		2 38
" " train 1917-18		2 47
" " " 1918-19		3 28

The working expenses per mile of railway were as follows:—

1917-18	$	13,376 04
1918-19		17,710 34
Increase	$	4,334 30

The mileage of the railway for the year 1918-19 was 1563·81 miles (including Vale Railway 5·95 miles.)

During the year ended March 31, 1919, 716,318 ordinary ties were put in the track; 205·87 miles of track ballasted, and a total of 61·01 miles of ditching completed to provide better drainage for the roadbed; 10·25 miles of passing sidings, 14·27 miles of additional business sidings and 7·90 miles of private sidings were provided. Bridges, culverts, wharves, fences, and buildings were repaired, and 49·45 miles of standard woven-wire fence erected.

STORES.

The value of general stores the Canadian Government Railways carried over from the previous year was	$	6,205,809 45
The value of stores purchased and charges from other departments was		29,602,055 37
Total of	$	35,807,864 82
The value of stores used and sold		24,310,215 69
Balance of general stores on hand, March 31, 1919	$	11,497,649 13

PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1918-19 was 276·29 miles. The gauge is 3 feet 6 inches. On 21·1 miles of railway a multiple rail was laid for standard gauge, this mileage was however not in operation.

The cost of road and equipment, March 31, 1918, was	$ 11,829,557 44
The expenditure during year 1918-19, was	732,752 53
Making a total cost on March 31, 1919, of	$ 12,562,309 97
Gross earnings	$ 741,514 58
Working expenses (including water line, $4,751.26)	1,596,049 91
Deficiency	$ 854,535 33

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

1917-18	$ 656,227 22
1918-19	741,514 58
Increase	$ 85,287 36

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

1917-18	$ 1,123,291 12
1918-19	1,596,049 91
Increase	$ 472,758 79

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

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

The cost of road and equipment, March 31, 1918, was	$ 391,454 27
The expenditure during the year 1917-18, was	126,201 30
Making a total cost on March 31, 1919, of	$ 517,655 57

An amount of $2,604.22 was paid as interest on purchase price.
The mileage of the Railway in 1918-19 was 36·05 miles.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

The expenditure on road and equipment, March 31, 1918, was	$ 13,031 96
The expenditure during the year 1918-19, was	77,849 84
Making a total cost on March 31, 1919, of	$ 90,881 80

Gross earnings and working expenses to March 31, 1919, compare as follows:—

Gross earnings	$ 202,354 27
Working expenses (including $90,000 interest charges)	549,310 26
Deficiency	$ 346,955 99

The mileage of the railway was 110·34 miles.

NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Winnipeg and is 2,006·75 miles in length, which includes the Grand Trunk Pacific Branch Line from Fort William to Superior Junction (191·90 miles.)

The cost of the National Transcontinental Railway to March 31, 1918, was	$164,488,236 85
Expenditure during 1918-19	$ 640,504 90
Making total cost on March 31, 1919	$165,128,741 75

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

1917-18	$ 7,621,204 51
1918-19	$ 10,412,407 56
Increase	$ 2,791,203 05

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

1917-18	$ 10,660,389 89
1918-19	13,028,381 49
Increase	$ 2,367,991 60

The gross earnings and working expenses to March 31, 1919, compare as follows:—

Gross carnings	$ 10,412,407 56
Working expenses (including $600,000 rental Lake Superior branch)	13,028,381 49
Deficiency	$ 2,615,973 93

MONCTON AND BUCTOUCHE RAILWAY.

This railway which runs from Moncton to Buctouche was taken over by the Government, June 1, 1918. It is standard gauge, and the mileage is 29·93 miles.

The expenditure on Capital account up to March 31, 1919, for betterments and to bring the road up to Canadian Government Railways standard was	$ 37,829 81
Gross earnings	$ 32,610 20
Working expenses	68,432 48
Deficiency	$ 35,822 28

SALISBURY AND ALBERT RAILWAY.

This railway runs from Salisbury to Albert, and was taken over by the Government, July 1, 1918. It is of standard gauge and has a mileage of 44·77 miles.

The expenditure up to March 31, 1919, on Capital account for betterments to bring the road up to Canadian Government Railways standard was	$ 42,304 58
Gross earnings	$ 44,472 00
Working expenses	95,967 51
Deficiency	$ 51,495 51

ELGIN AND HAVELOCK RAILWAY.

This railway, which runs from Petitcodiac to Havelock and from Peticodiac to Elgin, was taken over by the Government, June 1, 1918. It is of standard gauge and the mileage is 26·11 miles.

The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was	$	47,209 98
Gross earnings	$	13,447 08
Working expenses		48,343 40
Deficiency	$	34,896 32

ST. MARTINS RAILWAY.

This railway runs from Hampton to St. Martins and was taken over by the Government, June 1, 1918. It is of standard gauge and has a mileage of 28·73 miles.

The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was	$	34,566 47
Gross earnings	$	16,694 06
Working expenses		45,930 81
Deficiency	$	29,236 75

YORK AND CARLETON RAILWAY.

This railway runs from Cross Creek to Stanley and was taken over by the Government, June 1, 1918. It is of standard gauge and has a mileage of 6·25 miles.

The expenditure on Capital account up to March 31, 1919, for betterments to bring the road up to Canadian Government Railways standard was	$	7,250 60
Gross earnings	$	6,954 35
Working expenses		22,409 05
Deficiency	$	15,454 70

ST. JOHN AND QUEBEC RAILWAY.

The gross earnings and working expenses to March 31, 1919, compare as follows:—

Gross earnings	$	107,927 81
Working expenses		192,690 05
Deficiency	$	84,762 24
In addition to above, the amount paid the St. John and Quebec Railway, covering 40 per cent of gross earnings and charged to Income Account (rental) was	$	46,174 85
	$	130,937 09
There is still unpaid for, March 31, 1919, the 40 per cent earnings for period October 1, 1918, to March 31, 1919, amounting to	$	31,505 18
Total deficiency for the fiscal year	$	162,442 27

CANADIAN GOVERNMENT RAILWAYS.

PURCHASE OF ROLLING STOCK.

STATEMENT showing miscellaneous Rolling Stock charged against $50,000,000 Vote, Fiscal Year ending March 31, 1919.

Freight Cars—		
Locomotives		$ 5,974,594 85
40 ton box	$ 3,149,922 50	
50 ton coal	1,272,504 38	
40 ton flat	593,137 50	
Refrigerators	410,200 00	
Tank	135,782 50	
		$ 5,561,546 88
Passenger Cars—		
New	$ 1,082,733 95	
Second-hand	108,981 66	
		$ 1,191,715 61
Work equipment		$ 1,260,505 14
Miscellaneous—		
Draft arms, safety appliance, etc., applied to equipment on hand		$ 145,000 00
Total		$ 14,133,362 48
Less 500 box cars sold to the Canadian Northern Railway	$ 1,364,981 25	
Less adjustment of freight charges with Grand Trunk Railway	899 40	
		$ 1,365,880 65
Net total		$ 12,767,481 83

MOVEMENT OF MILITIA.

From March 31, 1918, until the Armistice was signed in November of the same year, 52,575 troops were shipped overseas from Halifax, and this necessitated the running of 156 extra trains.

During the same period the number of troops returned from overseas was 110,919, of which 39,965 were handled on regular trains, and to carry the balance 208 extra trains were run.

From August, 1914, to March 31, 1919, the number of troops for overseas handled by the Canadian Governemnt Railways, Intercolonial Division, was 691,262; 267,693 of these were handled on regular trains and to accommodate the balance 1,081 extra trains were run.

FATAL ACCIDENTS.

The number of fatal accidents on the Canadian Government Railways amounted to forty-two, of which eighteen were employees, three passengers and twenty-one others, the railways being exonerated in every case except one.

CANADIAN GOVERNMENT RAILWAYS.

STATEMENT of Averages, year ended March 31, 1919.

	Inter-colonial Railway.	Prince Edward Island Railway.	Inter-national Railway.	National Trans-contin-ental Railway.	Moncton and Buctouche Rail-way.	Elgin and Have-lock Railway.	Hampton and St. Martins Railway.	York and Carle-ton Railway.	Salis-bury and Albert Railway.	Canadian Government Railways.	St John and Quebec Railway.
Mileage of Railway	1,563·81	276·29	110·34	2,006·75	29·93	26·11	28·73	6·25	44·77	4,092·98	120·35
Total engine mileage	11,655,013	532,545	190,099	4,255,142	21,246	14,057	20,104	12,683	35,103	16,735,992	95,005
Total train mileage	8,447,481	372,108	167,735	3,472,573	16,614	11,148	15,395	6,360	28,735	12,538,149	79,496
Total car mileage	139,357,270	2,403,607	1,358,286	87,567,978	84,056	33,347	41,982	14,047	167,392	231,027,965	578,590
Earnings—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Transportation—Rail	25,651,929 73	720,776 34	202,354 27	10,412,407 56	32,610 20	13,447 08	16,694 06	6,954 35	44,472 00	37,101,645 59	107,927 81
" Water	538,966 83	.....	.....	.....	.....	.....	.....	.....	.....	538,966 83	
Incidentals	244,447 22	20,738 24	.....	.....	.....	.....	.....	.....	.....	265,185 46	
Total	26,435,343 78	741,514 58	202,354 27	10,412,407 56	32,610 20	13,447 08	16,694 06	6,954 35	44,472 00	37,905,797 88	107,927 81
Operating expenses—											
Rail	27,695,607 40	1,591,298 65	549,310 26	13,028,381 49	68,432 48	48,343 40	45,930 81	22,409 05	95,967 51	43,145,681 05	192,690 05
Water	546,503 71	4,751 26	.....	.....	.....	.....	.....	.....	.....	551,254 97	
Total	28,242,111 11	1,596,049 91	549,310 26	13,028,381 49	68,432 48	48,343 40	45,930 81	22,409 05	95,967 51	43,696,936 02	192,690 05
Ratio of Earnings to Gross Earnings—	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.
Earnings from transportation—Rail	97·04	97·20	100·00	100·00	100·00	100·00	100·00	100·00	100·00	97·88	100·00
" " Water	2·04	.....	.....	.....	.....	.....	.....	.....	.....	1·42	
" Incidentals	0·92	2·80	.....	.....	.....	.....	.....	.....	.....	0·70	
Earnings per mile of railway	$ cts. 16,559 80	$ cts. 2,683 83	$ cts. 1,833 92	$ cts. 5,188 69	$ cts. 1,089 55	$ cts. 515 02	$ cts. 581 07	$ cts. 1,112 70	$ cts. 993 34	$ cts. 9,129 49	$ cts. 896 78
" engine mile	2 22	1 39	1 06	2 45	1 53	0 96	0 83	0 55	1 27	2 23	1 13
" train mile	3 07	1 99	1 21	3 00	1 96	1 21	1 08	1 09	1 55	2 98	1 36
" car mile	18 58	30 85	14 90	11 89	38 80	40 32	39 76	49 51	26 53	16 17	18 65
Ratio of expenses to gross earnings	p.c. 106·95	p.c. 214·60	p.c. 271·46	p.c. 125·12	p.c. 209·85	p.c. 359·51	p.c. 275·13	p.c. 322·23	p.c. 215·79	p.c. 115·47	p.c. 178·54
Expenses per train mile	cts. 327 86	cts. 486 48	cts. 327 49	cts. 375 18	cts. 411 90	cts. 433 65	cts. 298 35	cts. 352 34	cts. 333 97	cts. 344 11	cts. 242 39
Expenses per mile of railway	$ cts. 17,710 34	$ cts. 5,759 52	$ cts. 4,978 34	$ cts. 6,492 28	$ cts. 2,286 42	$ cts. 1,851 53	$ cts. 1,598 71	$ cts. 3,585 45	$ cts. 2,143 57	$ cts. 10,541 39	$ cts. 1,601 08
Repairs to locomotives	$ cts. 1,964,514 39	$ cts. 75,352 33	$ cts. 31,902 41	$ cts. 1,001,400 85	$ cts. 2,157 25	$ cts. 579 40	$ cts. 468 96	$ cts. 612 49	$ cts. 1,935 69	$ cts. 3,078,923 77	$ cts. 7,588 28
" freight cars	1,470,972 28	19,496 87	15,611 33	976,464 71	670 41	265 45	329 87	254 70	1,745 48	2,485,811 10	709 99
" passenger cars	793,545 41	28,435 23	8,470 71	303,381 37	1,121 09	370 86	519 59	185 29	1,373 39	1,137,402 94	177 27
Cost of repairs per locomotive	4,600 74	2,790 83	3,544 71	4,908 83	1,078 62	579 40	468 96	612 49	967 84	4,568 14	1,264 71
" freight cars	99 77	30 18	33 94	95 30	37 24	26 54	27 49	36 39	26 45	94 85	4 28
" passenger car	1,354 17	661 28	1,694 14	3,033 81	373 70	185 43	259 79	92 64	457 80	1,524 67	29 54

SUMMARY of the Passenger and Freight Traffic of the Canadian Government Railways and St. John and Quebec Railway, Year ended March 31, 1919.

	Intercolonial Railway.	Prince Edward Island Railway.	International Railway of New Brunswick.	National Transcontinental Railway.	Moncton and Buctouche Railway.	Salisbury and Albert Railway.	Elgin and Havelock Railway.	St. Martins Railway.	York and Carleton Railway.	Canadian Government Railways.	St. John and Quebec Railway.
	$ cts.	$ cts.	$ cts.	$cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
Passenger traffic	6,956,516 45	213,744 91	40,715 74	1,611,718 90	13,453 01	6,452 11	2,834 65	3,720 73	1,753 07	8,850,909 57	32,270 14
Freight traffic	17,598,207 89	462,455 26	180,009 88	8,923,902 87	18,917 55	38,331 79	11,064 72	12,860 85	5,802 60	27,251,553 41	101,987 94
Mails, express, etc	1,341,652 61	65,314 41	4,041 05	6,326 01	1,220 64	2,439 10	310 91	854 68	74 88	1,422,234 29	1,534 81
Total	25,896,376 95	741,514 58	224,766 67	10,541,947 78	33,591 20	47,223 00	14,210 28	17,436 26	7,630 55	37,524,697 27	135,792 89
Ocean Service	538,966 83									538,966 83	
Total	26,435,343 78	741,514 58	224,766 67	10,541,947 78	33,591 20	47,223 00	14,210 28	17,436 26	7,630 55	38,063,664 10	135,792 89
Less hire of equipment			22,412 40	129,540 22	981 00	2,751 00	763 20	742 20	676 20	157,866 22	31,257 40
Net revenue	26,435,343 78	741,514 58	202,354 27	10,412,407 56	32,610 20	44,472 00	13,447 08	16,694 06	6,954 35	37,905,797 88	104,535 49
Passenger Statement.											
Local traffic—											
Number of passengers	4,232,264	312,454	31,526	901,925	23,530	9,154	8,913	7,001	7,095	5,533,862	49,004
Mileage	165,354,552	7,677,233	1,188,860	26,370,868	528,564	211,099	95,376	126,380	40,717	201,593,650	1,109,603
Through traffic—											
Number of passengers	374,274	34,196	1,872	99,448	26	230	24	5	2	510,077	122
Mileage	124,406,148	1,882,127	88,628	48,300,881	824	7,098	305	150	12	174,686,173	8,103
Total number of passengers	4,606,538	346,650	33,398	1,001,373	23,556	9,384	8,937	7,006	7,097	6,043,939	49,126
Total mileage	289,760,701	9,559,360	1,277,488	74,671,749	529,388	218,197	95,681	126,530	40,729	376,279,823	1,117,706
Freight Statement.											
Local traffic—											
Tons	4,676,399	90,212	41,132	1,357,001	17,151	45,395	10,039	11,850	8,840	6,258,019	18,451
Mileage	876,524,254	3,577,438	1,587,768	399,344,065	333,887	1,350,120	117,619	176,043	53,021	1,283,064,215	511,454
Through traffic—											
Tons	4,421,278	138,730	160,826	3,001,518	346	3,982	1,506	113	488	7,728,787	83,080
Mileage	1,377,566,934	7,768,987	10,733,409	1,051,774,484	9,722	106,928	17,016	2,680	2,930	2,447,983,090	4,064,489
Total tons	9,097,677	228,942	201,958	4,358,519	17,497	49,377	11,545	11,963	9,328	13,986,806	101,531
Total mileage	2,254,091,188	11,346,425	12,321,177	1,451,118,549	343,609	1,457,048	134,635	178,723	55,951	3,731,047,305	4,575,943

NOTE.—Figures shown for M. & B. Ry., E. & H. Ry, St. Martins Ry., Y. & C. Ry., cover period June 1, 1918 to Mar. 31, 1919.
Figures shown for Salisbury and Albert Railway, cover period July 1, 1918 to Mar. 31, 1919..

REPORT OF C. B. BROWN, CHIEF ENGINEER.

CANADIAN GOVERNMENT RAILWAYS.

Halifax Ocean Terminals.

Roadbed and Track.—The laying of 4·94 miles double track and terminals with 85-pound rails was completed.

Signals.—Ten automatic block-signals were installed.

Buildings.—A temporary station, baggage, mail, commissary and express building was provided. The work on this was completed in December, 1918, and on the 23rd of that month the first train started from this station.

A two-story concrete building for car cleaning, repair shop, commissary department store, etc., was provided.

A station was provided at Richmond.

The foundations for sheds Nos. 21 and 22 were put in.

Platforms.—Eight platforms for passenger purposes and one for handling of milk were provided.

Lighting plant, etc.—A 36 K.W. motor generator and transformers, switchboard, circuits, etc., were installed.

A vacuum plant was provided.

Water and Sewer System and Fire Protection.—The installation of water and sewer systems started in 1918 was completed. Fire hydrants were installed throughout the yards, buildings, quays, etc.

Grading of Streets.—Parts of Lower Water and Fawson streets were graded and surfaced with macadam, and concrete sidewalks and curbs built.

Quay Walls.—The construction of quay walls was completed.

Dredging.—The dredging in Basins 1 and 2 was nearly completed.

Roadbed and Track.

MILEAGE.

—	Main Line	Second Main Line.	Passing Sidings	Other Sidings and Spurs.	Total.
Eastern Lines	2,661·84	74·85	196·34	538·72	3,471·75
Western Lines	1,359·59	5·31	121·06	154·32	1,640·28
Leased Lines	191·90	.....	20·63	42·12	254·65
Total	4,213·33	80·16	338·03	735·16	5,366·68

Roadbed and Track Mileage.—*Concluded.*

—	Inter-colonial Railway.	Prince Edward Island Railway.	New Brunswick and Prince Edward Island Railway.	Inter-national Railway.	Moncton and Buctouche Railway.	Elgin and Havelock Railway.	Hampton and St Martins Railway.	York and Carleton Railway.	Salisbury and Albert Railway.	National Trans-continental Railway.	Leased Lines.	St. John and Quebec Railway.	Total.
Main Line.....Miles	1,527·76	276·29	36·05	110·34	29·93	26·11	28·73	6·25	44·77	1,814·85	191·90	120·35	4,213·33
2nd Main Line..... "	74·85	.....	.....	.....	.....	.....	.....	.....	.....	5·31	.....	.....	80·16
Passing Sidings.... "	138·97	8·06	1·80	2·60	0·67	0·25	0·11	.....	1·05	159·66	20·63	4·23	338·03
Other sidings and spurs..... "	432·85	33·45	5·42	3·67	1·31	0·75	0·51	0·34	2·06	208·79	42·12	3·89	735·16

Weight of Rail in Main Track.

Weight.	Inter-colonial Railway.	Prince Edward Island Railway.	New Brunswick and Prince Edward Island Railway.	Inter-national Railway.	Moncton and Buctouche Railway.	Elgin and Havelock Railway.	Hampton and St. Martins Railway.	York and Carleton Railway.	Salisbury and Albert Railway.	National Trans-continental Railway.	Leased Lines.	St. John and Quebec Railway.	Total.
45-lb.....	.....	.....	.....	.....	.....	5·00	.....	.....	.....	.....	.....	.....	5·00
50-lb.....	.....	91·84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	91·84
52-lb.....													
56-lb.....	19·79	159·45	.....	9·10	29·93	21·11	28·73	6·25	41·57	.....	.....	.....	315·93
58-lb.....													
60-lb.....	.....	.....	.....	51·26	.....	.....	.....	.....	.....	.....	.....	.....	51·26
67-lb.....	222·81	1·60	.....	48·38	.....	.....	.....	.....	2·20	0·13	.....	.....	275·12
67½-lb.....	.....	19·50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19·50
70-lb.....	16·00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16·00
72-lb.....	.....	.....	.....	.....	.....	.....	.....	.....	1·00	.....	4·34	.....	5·34
75-lb.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6·00	.....	6·00
80-lb.....	805·10	3·90	36·05	0·98	.....	.....	.....	.....	.....	1,814·78	181·56	120·35	2,962·72
85-lb.....	532·61	.....	.....	0·62	.....	.....	.....	.....	.....	5·25	.....	.....	538·48
100-lb.....	6·30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6·30
Totals.....	1,602·61	276·29	36·05	110·34	29·93	26·11	28·73	6·25	44·77	1,820·16	191·90	120·35	4,293·49

Rail and Tie Renewals, Ballasting, New Sidings,s Ditching, Etc.

—	Inter-colonial Railway.	Prince Edward Island Railway.	New Brunswick and Prince Edward Island Railway.	Inter-national Railway.	Moncton and Buctouche Railway.	Elgin and Havelock Railway.	Hampton and St. Martins Railway.	York and Carleton Railway.	Salisbury and Albert Railway.	National Trans-continental Railway.	Leased Lines.	St. John and Quebec Railway.
Main Line and Main Track of Branch Lines—												
New 85-lb. rails laid..... Miles	122·20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 80-lb. " ..... "	0·05	.....	.....	.....	.....	.....	.....	.....	.....	5·25	.....	.....
Relay 85-lb. rails laid..... "	1·29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 80-lb. " ..... "	25·57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 67½-lb. " ..... "	.....	.....	.....	0·74	.....	.....	.....	.....	.....	.....	.....	.....
" 67-lb. " ..... "	1·00	19·05	.....	.....	.....	.....	.....	.....	.....	4·53	.....	.....
" 60-lb. " ..... "	.....	.....	.....	0·33	.....	.....	.....	.....	.....	.....	.....	.....
" 56-lb. " ..... "	.....	.....	.....	0·11	.....	.....	.....	.....	.....	.....	.....	.....
Tie renewals—Main Line..Number	632,170	147,463	9,565	32,711	26,851	1·00	.....	2·92	.....	.....	.....	.....
" Sidings..... "	84,148	7,266	1,427	3,795	.....	29,693	20,278	5,895	25,943	712,079	61,289	8,076
" Switch ties. Sets	168	.....	.....	.....	.....	.....	.....	.....	.....	116,181	10,909	2,177
Tie plates, placed.....Number	469,900	.....	.....	.....	.....	.....	.....	1	.....	155	.....	14
Rail anchors..... "	44,900	.....	.....	.....	.....	.....	.....	.....	.....	85,800	.....	.....
Ballasting..... Miles	205·87	14·20	18·75	20·70	.....	.....	.....	.....	.....	3,300	4,160	.....
Ditching..... "	61·01	13·50	6·60	11·30	7·50	3·10	1·33	1·25	.....	35·07	.....	.....
Bank widening and trimming..... "	.....	.....	.....	.....	.....	.....	.....	1·00	1·15	53·80	.....	19·25
Tile underdraining..... "	5·97	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rip-rap protection..... Lin. ft.	2·43	.....	.....	.....	.....	.....	.....	.....	.....	6·01	.....	.....
Crib-work protection..... "	.....	1,000	.....	125	.....	.....	.....	.....	.....	0·91	.....	.....
Dangerous rocks removed.Cu. yds.	455	.....	.....	.....	.....	.....	.....	1,490	.....	.....	.....	.....
Wire fencing erected..... Miles	49·45	13·50	4·50	.....	.....	.....	.....	.....	.....	500	.....	.....
Snow fencing erected..... "	7·97	3·5	6·60	0·57	.....	.....	.....	.....	.....	24·17	2·60	180
Clearing right of way..... Acres	.....	.....	.....	.....	.....	.....	.....	.....	.....	3·79	.....	1·00
Sidings, additional passing Lin. ft.	54,119	550	.....	2,424	21	10	5	.....	20	.....	.....	.....
" " business. "	75,376	1,290	1,490	889	370	.....	.....	.....	1,350	104,594	.....	.....
" " private.. "	41,728	616	625	2,800	359	.....	.....	368	.....	41,740	.....	1,680
Sidings, passing, taken up. "	.....	.....	.....	.....	.....	.....	.....	.....	3,193	20,537	882	.....
" business " "	19,894	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" private " "	.....	.....	790	.....	.....	.....	.....	.....	.....	.....	.....	.....

Water Service.

Intercolonial Railway.—Three 40,000-gallon tanks were provided; 2 pumping systems installed; 1 stand pipe provided; 4 pumps provided; 2 artesian wells sunk; one 5,000-gallon tank erected; 10 car-watering hydrants installed; 9 domestic supplies provided for stations and other buildings; 1 system installed in engine-house.

Drainage was provided where required in connection with installation of water supplies.

Salisbury and Albert Railway.—At Turtle Creek a 10,000-gallon tank was erected.

National Transcontinental Railway.—At Sillery a temporary water supply was installed.

At Cape Rouge additional tank storage was provided.

At Bridge a temporary supply was installed.

Ten wells were drilled for station supplies between Chaudiere Junction and Pacific Junction.

Domestic supplies were provided at eleven stations.

At Mission a connection was made with the city of Fort William, 2,800 feet of pipe being laid.

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

Buildings.

Intercolonial Railway.—Twelve buildings extended; 10 new stations and shelters erected; 10 platforms constructed and extensions made; 30 miscellaneous buildings erected; 1 brick chimney built; 6 ash pits built.

Prince Edward Island Railway.—One shelter, one platform and one pump-house were constructed.

New Brunswick and Prince Edward Island Railway.—Six new shelters and two new tool houses were built.

International Railway.—One freight house was extended.

St. John and Quebec Railway.—Two loading platforms were extended.

Salisbury and Albert Railway.—One portable station and two tool houses were provided.

St. Martins Railway.—One portable station was provided.

National Transcontinental Railway.—One new station erected; 29 section houses erected; 1 ice house erected; 1 shelter erected; 1 freight shed erected; 2 toolhouses erected; 7 cattle pens erected; 5 double cottages erected; 1 tank erected; 1 engine-house erected; 2 pump houses erected; 9 platforms erected; 10 platforms extended; 12 gasolene storage sheds built; 1 air-driven coal hoist erected; 6 ash pits constructed.

Leased Lines.—Two section houses, and one small building were constructed.

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

Terminal Improvements.

Intercolonial Railway.—Steam lines for heating of trains were installed at Chaudiere Junction, Riviere du Loup and Deep Water Terminals, Halifax.

Moncton.—A 12-stall engine house was built and 17 stalls of existing engine house enlarged.

Two 100-foot ash pits were provided.

The superintendent's building was extended.

The passenger car repair shop and stores buildings were extended.

One 70-foot concrete engine pit was built and additional room provided for stores and offices.

Sackville.—Extensive track rearrangements and improvements were made and additional yard tracks provided.

A restaurant was provided and a new building for mails, baggage and express erected, and new platform provided.

Springhill Junction.—A 200-ton mechanical coaling plant and ash pits with required tracks were provided.

Stellarton.—A 200-ton mechanical coaling plant, two ash pits and necessary tracks were provided.

Sydney.—A six-stall extension was made to engine house. Foundation for new scale provided.

Truro.—Ash pit, crane and tracks were provided.

Halifax.—Extension of freight house and offices was completed.

Richmond.—Extensive yard changes are in progress.

Dartmouth.—One two-stall engine house, one 70-foot turntable and one ash pit with tracks were provided, and a new yard is in course of construction.

Prince Edward Island Railway.—At Borden terminal yard was increased; a transfer coaling plant was provided; two-stall addition made to engine house.

New Brunswick and Prince Edward Island Railway.—At Cape Tormentine: Additions were made to yard accommodation; air hoist provided.

National Transcontinental Railway.—At Quebec: A gas compressor, two gas tanks and gas line were provided.

At Fitzpatrick, Parent, Doucet and O'Brien steam lines were run from engine house to stations.

Steam heat was installed enginemen's bunk houses at Cochrane, Armstrong and Transcona.

Some additional machinery was installed in shops at Grant, Parent and Fitzpatrick.

Edmundston.—Oil storage system installed at all terminal points and necessary repairs to wharves, track, buildings, etc., were made.

Damage by Floods and High Tides.

Through freshets and high tides considerable damage was done to roadbed on following subdivisions: Levis, Dartmouth, Halifax, Souris, Murray Harbour, Champlain Market Branch, and approach to ferry landing at Cape Tormentine.

The necessary repairs were made in all cases.

Surveys and Track Centering.

On Intercolonial, Prince Edward Island, International, York and Carleton and National Transcontinental Railways, 67·7 miles of track were recentered; 99·18 miles of track surveyed and nineteen station yards surveyed and plans made.

Complete surveys of lines and station yards were made of following branch lines: Moncton and Buctouche, Salisbury and Albert, Elgin and Havelock, and St. Martins.

In addition, surveys and plans were made for leasing of land, deeds, etc.

Damage by Fire.

On the Intercolonial Railway fire burned four buildings and one tank and damaged five other buildings.

On the National Transcontinental Railway three buildings were burned and one building damaged.

Bridges and Culverts.

Intercolonial Railway—

New steel placed on bridges and highway crossings	10
Abutments rebuilt	6
Sidewalks and railings erected on bridges	3
Foot bridges constructed	1
Steel bridges replaced with concrete, culverts, slabs and pipe	50
Culverts replaced with pipe	126
Concrete pipe culverts constructed	2
Wooden culverts constructed	1
Culverts extended	13
Culverts filled in	1

Prince Edward Island Railway.—Bridges replaced with concrete culverts, 2.

New Brunswick and Prince Edward Island Railway.—Bridge over Gaspereau river was completed; 29 culverts were replaced with concrete pipe.

International Railway.—Four arch culverts were constructed.

St. John and Quebec Railway.—One concrete culvert was constructed and one extended.

Moncton and Buctouche Railway.—Four trestles, 633 lineal feet, were reconstructed.

Salisbury and Albert Railway.—Seven trestles, 763 lineal feet, were reconstructed.

Elgin and Havelock Railway.—Three trestles, 1,179 lineal feet, were reconstructed.

Three wooden bridges were replaced with steel.

St. Martins Railway.—Eleven trestles, 840 lineal feet, were reconstructed.

National Transcontinental Railway.—Nine concrete culverts built; one concrete culvert extended; 26 viaduct pedestals renewed; two culverts renewed; one trestle replaced with concrete pipe.

Leased Lines.

One wooden culvert replaced with concrete pipe.

Completed.—Three concrete culverts and fills, replacing 397 lineal feet trestles and 675 lineal feet pile bridges. One stream tunnel and fill replacing 823 feet trestle.

Under construction.—Three concrete culverts and fills replacing 732 lineal feet trestles—1,299 lineal feet pile bridges; 1 concrete culvert replacing corrugated pipe; 1 stream tunnel and fill replacing 720 lineal feet trestle; 2 concrete pile trestles replacing 175 lineal feet pile bridge; 1 concrete bridge replacing 165 lineal feet pile bridge.

All other bridges and culverts on all railways were repaired, strengthened or renewed, and painted where necessary.

Turntables.

Eighty-five-foot turntables were installed at Sydney and Moncton, the turntables taken out being used elsewhere.

At Buctouche a 55-foot turntable was installed.

At Havelock a 55-foot turntable was installed.

Track Scales.

Intercolonial Railway.—Two 150-ton track scales were installed and the installaction of two additional scales of same capacity is in progress.

Station Beautifaction.

The work of station beautification was continued.

Signals and Interlocking.

Between Chaudière and Lévis a pair of absolute electrical staff instruments were installed.

Between Newcastle and Derby Junction eight automatic signals were installed.

At Painsec Junction an automatic westbound signal was completed.

At Fairview a two-arm automatic signal was installed.

At Oxford Junction two home and two distant automatic signals were put in.

At street crossings four bells were installed.

Thirty-four yard limit boards were erected.

Prince Edward Island Railway.—To prevent congestion and cost of transferring freight from and to the mainland at Borden, it was decided to lay a third rail between Borden and Charlottetown and Emerald Junction and Summerside. At the end of the fiscal year 21·1 miles of track had been completed.

International Railway.—Work has started on a line diversion from Mile 7·4 on the International railway to connect with the Intercolonial railway at Moffat's Station, 4·91 miles west of Campbellton. The length of the diversion is 2·7 miles and when completed 7·4 miles of International railway from Campbellton will be abandoned. Sixty per cent of the work is done.

Electric Lighting.—Electric lighting systems were extended to 27 buildings, 12 platforms and two yards.

At Truro an electrical-driven air compressor was installed.

Halifax Restoration.—Track, piers and buildings damaged by explosion on December 6, 1917, shown in the last fiscal year as partially restored, were completed, and the Halifax Restoration organization disbanded.

Sundries.

Intercolonial Railway.—Through Chaudière Junction yard main line was changed from south to north side of the yard.

Between Charney and Chaudière Junction 0·4 miles of double track was constructed.

On the National Transcontinental railway loading roads for five sidings (2,995 lineal feet) were made and fifteen highway and farm crossings opened. At Cochrane a roadway for railway dwellings was constructed.

A telephone train despatching system was installed between Edmundston and Diamond Junction.

Generally, the roadbed, buildings, bridges, culverts, wharves, tracks, machinery, rolling stock, etc., received necessary repairs to keep everything in good physical and efficient condition and service.

REPORT OF THE AUDITOR.

Stores and Mechanical Accounts.

Locomotives, purchased on Capital Account: 60 Mikado, 30 Pacific, total, 90; passenger cars, purchased on Capital Account, 14 sleeping, 7 dining, total, 21; freight cars, purchased on Capital Account: 670 box, 99 refrigerator, 251 platform, 25 oil tank, 401 gondolas, 270 Hart convertible, total 1,716; work equipment, purchased on Capital Account, 8 steam cranes, 5 ditchers, 15 all steel ploughs, 1 double-end plough (2nd hand), 1 steam crane (2nd hand), 5 ballast spreaders (2nd hand), 1 centre ballast plough (2nd hand), 1 steam shovel (2nd hand), 36 air dump cars (2nd hand).

General Statement of Work done in the Canadian Government Railways Shops for year ended March 31, 1919.

Locomotive Department.—16 locomotives were rebuilt; 589 locomotives received repairs; 22 locomotives converted to superheat; 26 locomotives equipped with latest type electric headlights.

Car Department.—16 flangers built; 1 flanger rebuilt; 2 snowploughs built; 2 snowploughs rebuilt; 146 Hart cars changed from centre dump to side dump; 100 box cars converted to narrow gauge; 50 platform cars converted to narrow gauge; 243 box and platform cars converted to pulpwood cars; 3 gas transports fitted up; 15 passenger cars equipped with safety appliances; 156 freight cars equipped with safety appliance; 5 parlour cars converted to baggage cars; 5 coaches converted to hospital cars; 10 parlour cars converted to express refrigerators; 1 business car remodelled; 3 coaches converted to parlour and cafe cars; 1 coach converted to postal car; 11 coaches converted to postal and express cars; 100 Hart cars were built; 71 vans were built; 5 baggage cars were built; 1 ballast spreader was built; 1 road repair car was built.

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

All shop machinery and tools received needed repairs and were kept in good working condition.

CANADIAN GOVERNMENT RAILWAYS—EASTERN AND WESTERN LINES.

STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31, 1918, and March 31, 1919.

	Locomotives.	Passenger Cars.														Freight Cars.													
		Sleeping.	Parlor.	Dining.	Colonist.	1st Class Passenger.	2nd Class Passenger	Postal.	Baggage.	Hospital.	Vision Test.	Box Baggage.	Air Brake Inspection.	Steam Motor.	Total Passenger Cars.	Box.	Refrigerator.	Platform.	Oil Tank.	Pitch Tank.	Hoppers.	Gondolas.	20-ton Coal.	Hart-Otis Steel Dump.	Stock.	Hart Convertible.	Pulp Wood.	Pit Cars.	Eastman Heaters.	Cabooses.	Total Freight Cars.
On hand serviceable and repairing, March 31, 1918.....	659	100	23	31	73	178	110	43	100	10	1	26	1	1	697	15,894	303	3,546	56	....	753	674	374	528	1,261	733	542	4	....	353	25,021
To be replaced.....	18	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
Total equipment, March 31, 1918.....	677	100	23	31	73	178	110	43	100	10	1	26	1	1	697	15,894	303	3,546	56	....	753	674	374	528	1,261	733	542	4	....	353	25,021
Purchased and built during year on Capital—New.....	90	14	....	7	....	....	....	....	....	....	....	....	....	....	21	670	99	250	25	....	....	401	....	....	.....	270	....	....	....	....	1,715
Purchased and built during year on Capital—2nd hand..	....	....	10	....	....	....	....	....	....	....	....	....	....	....	10	.....	....	.....	....	20	....	.....	....	....	.....	1	....	....	....	....	21
Converted and rebuilt on equipment Renewal, Box to pulpwood 269, flat to Truck 3, Sleeper to Baggage 3.....	....	....	....	....	....	....	....	....	3	....	....	....	....	....	3	.....	....	.....	....	....	....	.....	....	....	.....	.....	269	....	....	....	269
Converted and rebuilt on on Capital—Box to Caboose 61, to Boarding, 41, to Eastman Heater 64, to Scale Car 1, to Flanger 14, to Auxiliary 7, Flat to Gas Transport 11, to Pulp 1, to Cinder 3, to Ballast Trimmer 1, to Flanger 4, Pulp to Box 1, Box to Flat 1, Sleeper to Express Refrigerator 3, to Hospital 8, to Dining 1..	....	*15*	....	....	....	....	....	....	....	....	....	....	....	....	*15*	*458*	....	*8*	....	....	....	....	....	....	....	....	*1*	....	....	....	*467
	....	....	....	1	....	....	....	....	8	....	....	....	....	....	9	.....	3	.....	....	....	....	....	....	....	....	....	....	....	....	....	3
	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	2	....	....	....	2
	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....	....	.....	1	....	....	....	....	....	....	....	....	....	64	....	64
	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....	....	.....	....	....	....	.....	....	....	.....	.....	....	....	....	61	61
	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....	....	.....	....	....	....	.....	....	....	.....	.....	....	....	....	....	3
Total equipment March 31, 1919*	767	99	33	39	73	178	110	43	103	18	1	26	1	1	725	16,107	405	3,789	82	20	753	1,075	374	528	1,261	1,004	812	4	64	414	26,692
To be replaced March 31, 1918, as above.....	18	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....	....	.....	....	....	....	.....	....	....	.....	.....	....	....	....	....	.....
Condemned year ending March 31, 1919.....	36	....	....	....	1	2	1	2	2	....	....	1	....	....	....	120	3	209	....	....	21	50	18	1	8	16	7	....	....	12	465
Total condemned and destroyed to March 31, 1919...	54	....	....	....	1	2	1	2	2	....	....	1	....	....	9	120	3	209	....	....	21	50	18	1	8	16	7	....	....	12	465
Replaced and converted on Equipment Renewal.....	54	....	....	....	1	2	1	....	....	....	....	....	....	....	4	90	....	98	....	....	....	50	....	....	8	16	7	....	....	....	269
Total to be replaced March 31, 1919.....	....	....	....	....	....	....	....	2	2	....	....	1	....	....	5	30	3	101	....	....	21	.....	18	1	.....	.....	.....	....	....	12	186
Add serviceable and repairing	767	99	33	39	73	178	110	43	103	18	1	25	1	1	720	16,077	402	3,678	82	20	732	1,075	356	527	1,261	1,004	812	4	64	402	26,692
Total equipment March 31, 1619.....	767	99	33	39	73	178	110	43	103	18	1	26	1	1	725	16,107	405	3,789	82	20	753	1,075	374	528	1,261	1,004	812	4	64	414	26,878

*Figures in italics are deductions-

CANADIAN GOVERNMENT RAILWAYS—EASTERN AND WESTERN LINES—*Concluded.*

STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31, 1918, and March 31, 1919.—*Con.*

	Work Cars.																																		
	Auxiliary Cars.	Store Supply.	Pintch Gas.	Snow Plow—Common.	Snow Plow—Wing.	Snow Plow—Rotary.	Snow Plow—Double Track.	Snow Plow—Double End.	Flangers.	Steam Cranes.	Ballast Spreader (Rodger).	Ballast Trimmer.	Centre Ballast Plows.	Side Ballast Plows.	Ballast Plow Unloaders.	Ballast Spreaders—Wing.	Concrete Mixers.	Sand Blast Machine.	Well Boring Machine.	Ditchers.	Steam Derrick.	Hand Derricks.	Steam Shovels.	Rail Sawing and Boring.	Pile Drivers.	Survey and Inspection.	Scale Car.	Rail Unloaders.	Wrecking Cars.	Steel Air Dump.	Boarding Cars.	Steel Snow Plows.	Track Layers.	Cinder Cars.	Total Work Cars.
On hand Serviceable and Repairing, March 31, 1918. To be replaced March 31, 1918	23	4	2	53	28	2	3	1	60	23	8	1	14	5	12	1	5	1	1	1	1	7	13	1	2	27		5	71		134	20	1	49	579
Total Equipment, March 31, 1918	23	4	2	53	28	2	3	1	60	23	8	1	14	5	12	1	5	1	1	1	1	7	13	1	2	27		5	71		134	20	1	49	579
Purchased and built during year on Capital—New								2		8										5												15			30
" " " 2nd hand								1		1	5		1										1							36					45
Converted and Rebuilt on Equipment Renewal— Box to Pulpwood 269, Flat to Truck 3, Sleeper to Baggage 3	3																																		3
Converted and Rebuilt on Capital—Box to Caboose 61, to Boarding 41, to Eastman Heater 64, to Scale Car 1, to Flanger 14, to Auxiliary 7, Flat to Gas Transport 11, to Pulp 1, to																															41				41
Cinder 3, to Ballast Trimmer 1, to Flanger 4, Pulp to Box 1, Box to Flat 1, Sleeper to Ex-	7								14			1															1							3	26
press Refrigerator 3, to Hospital 8, to Dining 1									4																										4
Total Equipment, March 31, 1919	33	4	2	53	28	2	3	4	78	32	13	2	15	5	12	1	5	1	1	6	1	7	14	1	2	27	1	5	71	36	175	35	1	52	728
To be replaced, March 31, 1918, as above																																			
Condemned year ending March 31, 1919	1			1					1																										3
Total Condemned and Destroyed to March 31, 1919	1			1					1																										3
Replaced and Converted on Equipment Renewal	1																																		
Total to be replaced March 31, 1919				1					1																										2
Add, Servicable and Repairing	33	4	2	52	28	2	3	4	77	32	13	2	15	5	12	1	5	1	1	6	1	7	14	1	2	27	1	5	71	36	175	35	1	52	726
Total Equipment March 31, 1919	33	4	2	53	28	2	3	4	78	32	13	2	15	5	12	1	5	1	1	6	1	7	14	1	2	27	1	5	71	36	175	35	1	52	728

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various Classes of other Rolling Stock on the line, on March 31, 1918, and March 31, 1919.

—	Locomotives.	Passenger Cars.							Freight Cars.									Work Cars.				
		First-class Passenger Cars.	Second-Class Passenger Cars.	Combination Second-class and Baggage Cars.	Postal and Smoking Cars.	Combination Postal and Baggage.	Baggage Cars.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Stock Cars.	Oil Tank Cars.	Hart Convertible.	Coal Cars.	Platform Cars.	Caboose Cars.	Total Freight Cars.	Dump Cars.	Snow Plows.	Flangers.	Steam Shovels.	Total Work Cars.
On hand, serviceable and repaired, March 31, 1918	22	19	9	5	4	3	6	46	338	3	28	1	15	11	150	3	549	....	9	....	....	9
To be replaced, March 31, 1918	9	5	4	2	....	1	2	14	5	....	....	....	....	1	4	1	11	....	2	8	1	11
Total Equipment, March 31, 1918	31	24	13	7	4	4	8	60	343	3	28	1	15	12	154	4	560	....	11	8	1	20
Purchased on Capital during year	4	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	15	....	....	....	15
Transferred from Intercolonial	....	....	....	....	....	....	....	....	....	....	....	....	....	....	52	....	52	....	2	....	....	2
Total Equipment, March 31, 1919	35	24	13	7	4	4	8	60	343	3	28	1	15	12	207	4	612	15	13	8	1	37
Condemned and destroyed during year	....	....	....	....	1	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....
Rebuilt during year—Nil.																						
To be replaced, March 31, 1918	9	5	4	2	1	1	2	15	5	1	....	....	....	1	4	1	12	....	2	8	1	11
Add. serviceable and repaired	26	19	9	5	3	3	6	45	338	2	28	1	....	11	203	3	601	15	11	....	....	26
Total Equipment, March 31, 1919	35	24	13	7	4	4	8	60	343	3	28	1	15	12	207	4	613	15	13	8	1	37

CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION.

Statement of Receipts and Expenditures:—

RECEIPTS.

Credit balance on June 30, 1918		$ 69,469 66
Receipts for year, June 30, 1918 to June 30, 1919. Amount of premium collected from Canadian Government Railways pay-lists	$190,346 51	
Premiums collected from railway vouchers	207 30	
Cash premiums collected by railway	23 96	
Annual contribution from Canadian Government Railways.	15,000 00	
		205,577 77
Cash from members not on duty, refunds, etc	$1,331 72	
Premiums from sick and accident vouchers (insurance association vouchers)	2,681 87	
Premium from retired members	7,942 81	
Annual fees	870 00	
Examination fees	44 00	
Interest on monthly balance	2,793 89	
Miscellaneous sources	24 25	
		15,688 54
Total receipts for the year from all sources		$290,735 97

EXPENDITURES.

Sick and accident indemnity	$68,948 03		
Medical and surgical attendance	35,435 25		
		$104,383 28	
Temporary employees' accident fund		31,428 36	
Death and total disability claims		84,500 00	
Examination fees		28 00	
		$220,339 64	
Operating expenses.			
From sick and accident fund	$3,804 80		
" temporary employees' accident fund	7,038 04		
" death and total disability fund	5,094 25		
		15,937 09	
			236,276 73
Difference			$54,459 24
Less estimated outstanding liabilities			12,050 00
Estimated net surplus, June 30, 1919			$42,409 24

SICKNESS AND ACCIDENT FUND.

The expenditures in this fund last year were $74,292.78, and this year they are shown to be $108,188.08. (Made up of $104,383.28 + $3,804.80 = $108,188.08), an increase of $33,895.30. A credit balance of $30,375.45 is shown in this fund on June 30, 1919.

TEMPORARY EMPLOYEES' ACCIDENT FUND.

The expenditures in this fund during the year are shown to have been $38,466.40. Of this, $7,038.04 was transferred to operating expenses.. .. ..Net.	$31,428 36

DEATH AND TOTAL DISABILITY FUND.

This statement shows that two hundred and thirteen death and total disability claims were assessed and paid during the year.

One hundred and sixty-two death claims due to natural causes, aggregating..	$65,500 00
Seventeen death claims due to accidental injuries, aggregating.	6,000 00
Twenty-eight death claims due to war, aggregating..	10,000 00
	$81,500 00
Six total disability claims, aggregating..	3,000 00
	$84,500 00
Amount paid last year from this fund was..	75,250 00

C. B. TRITES,
Secretary.

W. F. SEARS,
Auditor.

The Death and Total Disability, also the Temporary Employees' Accident Funds show 213 death claims during the year, the largest number of deaths in any one year during the history of the association.

MILITARY STATEMENT.

Number of employees entered military service from August 4, 1914, to June 30, 1919:—

Eastern lines..	1,797
Western lines..	452
Total..	2,249

Of this number 161 have been reported killed in action, died of wounds, etc., 125 of whom were from eastern lines, and 36 from western lines.

C. B. TRITES,
Secretary.

CANADIAN GOVERNMENT RAILWAYS.

STATEMENT showing the amount credited to the Canadian Government Railways Employees' Relief and Insurance Association, by the Canadian Government Railways, during the year ended June 30, 1919.

Amount of premiums collected from the Canadian Government Railways' pay lists	$190,346 51
Premiums collected from railways' vouchers	207 30
Annual contributions from the Canadian Government Railways.	15,000 00
Canadian Government Railways' cash premiums	23 96
Total	205,577 77

S. L. SHANNON,
Comptroller and Treasurer, C. G. Rys.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

STATEMENT of Receipts and Expenditures during the year ended March 31, 1919.

Balance at the credit of the Fund on March 31, 1918		$ 340,798 91
The contributions made by the employees during the year, being one and one-half per cent of their monthly salary and wages, were	$ 264,255 62	
The contributions made by the Canadian Government Railways were	100,000 00	
		$ 364,255 62
Amounts received for refunds, etc.		611 45
Interest accrued (at three per cent)		9,361 05
		$ 715,027 03

The amount contributed by the employees is shown to exceed by $164,255.62, the amount contributed by the railways.

By reference to section 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the fund in any one year must not exceed $100,000.

The expenditures were:—

For retiring allowances	$ 283,210 99	
For contributions refunded in cases of deceased employees	14,807 07	
For contributions refunded which were deducted in error	5,330 57	
For contributions refunded to discharged employees, etc.	1,164 22	
Medical examinations for probationers entering the service, etc.	3,452 00	
Medical examinations for employees retiring from service	2 00	
For election expenses	354 88	
For salaries and travelling expenses, Secretary's office, and proportion of salary Chief Medical Officer	9,475 22	
For stationery, printing, postage, etc., etc.	2,110 05	
		$ 319,907 00
Balance to the credit of the Fund on March 31, 1919		$ 395,120 03

It will be noted by the above Statement of Receipts and Expenditures that the amount of the contributions received from the railways and from the employees during the year, were..	$ 364,255 62
And the expenditures were..	319,907 00
Showing that during the year the receipts exceeded the expenditures by..	$ 44,348 62
The gross surplus, including interest, to the credit of the Fund on March 31, 1919, is..	$ 395,120 03

F. P. BRADY,
Chairman.

C. B. TRITES,
Secretary,

REPORT OF THE COMPTROLLER AND TREASURER.

CANADIAN GOVERNMENT RAILWAYS.

CAPITAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1918.	Dr.		$ cts.	$ cts.	1918.	Cr.	$ cts.
	Intercolonial Railway.						
Mar. 31	To Cost of Intercolonial Railway to date			126,117,165 39	Mar. 31	By Dominion of Canada	327,232,431 71
	Construction and betterments		10,572,207 45				
	Dartmouth and Deans Branch		16,015 19				
			10,588,222 64				
	Cr.						
	Sunny Brae Branch, 1915-16	420 00					
	Surveys and inspections, 1915-16	146 50					
	Land sold Imperial Oil Co	37,982 57					
	Work equipment	421 33					
	Moncton Shops	10,621 00					
	Turntables	1,600 00					
			51,191 40				
				10,537,031 24			
	Prince Edward Island Railway.						
	To cost of Prince Edward Island Railway to March 31, 1918		11,829,557 44				
	To provide Car Ferry—Construction of Terminals	55,730 58					
	Construction and betterments	677,021 95					
			732,752 53				
				12,562,309 97			
	New Brunswick and Prince Edward Island Railway.						
	To Cost of New Brunswick and Prince Edward Island Railway to March 31, 1918		391,454 27				
	Construction and betterments	96,080 07					
	On account of purchase price	30,121 23					
			126,201 30				
				517,655 57			
	International Railway.						
	To Cost of International Railway to March 31, 1918		13,031 96				
	Construction and betterments		77,849 84				
				90,881 80			
	National Transcontinental Railway.						
	To Cost of National Transcontinental Railway to March 31, 1918		164,488,236 85				
	Construction and betterments	980,554 30					
	Pay claims for right-of-way, etc	485,178 86					
			1,465,733 16				

Cr.						
Rails, etc.	15,428 35					
Land at Quebec	149,799 91					
SS. *Leonard*	660,000 00					
	825,228 26	640,504 90				
			165,128,741 75			
Moncton and Buctouche Railway.						
Betterments to bring up to Canadian Government Railways standard			37,829 81			
Salisbury and Albert Railway.						
Betterments to bring up to Canadian Government Railways standard			42,304 58			
St. Martins Railway.						
Betterments to bring up to Canadian Government Railways standard			34,566 47			
Elgin and Havelock Railway.						
Betterments to bring up to Canadian Government Railways standard			47,209 98			
York and Carleton Railway.						
Betterments to bring up to Canadian Government Railways standard			7,250 60			
Canadian Government Railways.						
Rolling stock to March 31, 1918		24,392,985 80				
Expenditure on rolling stock	14,133,362 48					
Cr.						
Rolling stock, 1917-18	1,365,880 65			1919.		
		12,767,481 83	37,160,467 63	Mar. 31	By Dominion of Canada	25,050,983 08
			352,283,414 79			352,283,414 79

CANADIAN GOVERNMENT RAILWAYS.

REVENUE ACCOUNT, YEAR ENDED MARCH 31, 1919.

Working Expenses.	$ cts.		*Earnings.*	$ cts.
Maintenance of way and structures	10,177,188 59		Freight earnings	27,251,553 41
Maintenance of equipment	7,861,706 77		Passenger earnings	8,850,909 56
			Ocean traffic	538,966 83
Total	18,038,895 36		Mails and express earnings, etc.	1,422,234 29
Traffic expenses	514,046 59			
Transportation—Rail line	22,571,545 39		Total	38,063,664 10
Transportation—Water line	549,870 76		Less hire of equipment	157,866 22
Miscellaneous operations	642,370 96			
General expenses	686,402 74		Total	37,905,797 88
Rental of leased lines—				
Vale railway 1,200 00				
International Railway of New Brunswick 90,000 00				
Transcontinental Railway 600,000 00				
N. B. & P.E.I. Railway 2,604 22	693,804 22		Balance	5,791,138 14
	43,696,936 02			43,696,936 02

CANADIAN GOVERNMENT RAILWAYS.

GENERAL BALANCE, YEAR ENDED MARCH 31, 1919.

Debit.	$ cts.		Credit.	$ cts.
General stores	11,497,649 13		By Dominion of Canada	19,858,587 35
Cash	0 02		Equipment renewal accounts	957,658 81
Auditor's suspense	143,893 38		Canadian Government railways—	
Cash in transit	44,359 52		Employees Provident Fund	395,120 03
Freight in transit	3,859 77		Fire renewal account	165,481 39
Loss and damage freight suspense	39,050 60		Rail renewal account	342,083 04
Unclaimed freight	4,868 13		Apprentice fund account	1,298 54
Receiver General—Provident Fund	2,581,519 83		Expenditure for road and equipment suspense—Stores—International railway	223,098 95
Receiver General—Unclaimed wages	5,453 06		Expenditure for road and equipment suspense—Overseas rails	899,761 80
Receiver General—Medical Fund	54,003 31			
Receiver General—Apprentice Fund	2,779 54			
Commissary stock	107,258 64			
Commissary stock—Moncton restaurant	592 10			
Commissary stock—Newcastle restaurant	658 79			
Commissary stock—St. John restaurant	1,570 97		Capital suspense—	
Commissary stock—Sackville restaurant	2,232 21		Elgin and Havelock railway	792 46
Commissary stock—(S.S.P.E. Island)	514 20		St. Martin's railway	1,736 96
Rail loan account	95,533 53		York and Carleton railway	165 18
Station agents	893,961 51		Moncton and Buctouche railway	5,713 40
Victory Loan suspense, 1917	933 78		Salisbury and Albert railway	2,609 90
Second Victory Loan suspense	96,421 92		Individual and Companies ledger suspense	7,879 44
War Saving and Thrift Stamps	35,142 88			
Insurance account—Suspense	26,787 78			
Expenditure for road and equipment suspense—				
International railway	2,666 67			
Improvements, Fredericton	5,181 54			
St. John and Quebec railway	8,464 54			
Vale railway	31,994 26			
Branch Line Aid Suspense	133,233 37			
Individuals and Companies ledger	3,873,226 89			
Rents ledger	5,534 10			
Traffic ledger	2,676,509 66			
Car Service ledger	56,257 00			
Advances	229,874 62			
	22,661,987 25			22,661,987 25

CANADIAN GOVERNMENT RAILWAYS.

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1919.

Debit.		$ cts.	Credit.		$ cts.
To Balance, March 31, 1918		6,205,809 45	By issues during year ended March 31, 1919	22,627,004 55	
Purchase during year ended March 31, 1919.	23,283,454 12		Sales of material ,fuel, etc	776,219 36	
Charges from other Departments	5,942,215 37		Sales old material	906,991 78	
Labour	200,086 02				24,310,215 69
Staff payrolls	176,299 86		Balance—		
		29,602,055 37	Ordinary stores including fuel	8,456,847 69	
			Roadway and bridge material	3,040,801 44	
					11,497,649 13
		35,807,864 82			35,807,864 82

CANADIAN GOVERNMENT RAILWAYS.

STATEMENT OF CASH RECEIVED, YEAR ENDED MARCH 31, 1919.

Debit.		$ cts.	Credit.	$ cts.
To balance on hand April 1st, 1918		7,805 98	By amount deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31st, 1919	44,989,598 29
Amounts received during the year and credited as follows—			Leaving a balance on hand at March 31st, 1919, as follows	102
Station agents	26,226,410 65			
Traffic ledger	10,647,700 05			
Car service ledger	486,994 85			
Individual and Companies ledger	6,687,034 55			
Rents ledger	57,733 87			
General ledger	875,918 36			
		44,981,792 33		
		44,989,598 31		44,989,598 31

CANADIAN GOVERNMENT RAILWAYS.

RAIL RENEWAL ACCOUNT.

	$ cts.
On April 1, 1918, there was a balance to the credit of the Rail Renewal Account of	342,083 04
During the year no charges have been made against this account	—
Leaving a credit balance to the credit of Rail Renewal Account at March 31, 1919, of	342,083 04

CANADIAN GOVERNMENT RAILWAYS.

FIRE RENEWAL ACCOUNT.

	$ cts.
On April 1, 1919, there was a balance to the credit of the Fire Renewal Account of	202,905 74
There has been charged during the year, against the above amount	37,424 35
Leaving a credit balance to the credit of the Fire Renewal Account at March 31, 1919, of	165,481 39

CANADIAN GOVERNMENT RAILWAYS.

EQUIPMENT RENEWAL ACCOUNT.

	Dr. $ cts.	Cr. $ cts.
There was a credit balance at April 1, 1918, to the credit of Equipment Renewal Account of		998,364 17
Cash received from sale of old rolling stock		107,139 36
Refunded for freight charges		1,708 86
		1,107,212 39
There has been charged during the year against the above account for rolling stock purchased, repaired, etc.—		
9 second-hand Gondola cars	3,210 00	
3 " Wooden box cars	1,455 00	
1 " locomotive	11,790 00	
Repairs to 24 30-ton flat cars purchased	1,337 69	
Repairs to 14 Hart ballast cars purchased	655 02	
Alteration and repairs to 12 second-hand sleeping cars	7,500 00	
Alteration of second-hand parlour cars purchased	1,738 56	
Repairs to second-hand passenger equipment purchased	2,499 78	
Changing parlour and sleeping cars to baggage cars	11,841 12	
Springs for upper upper berths in hospital cars	1,586 10	
Changing car Jow-Kash to private car No. 42	9,836 10	
Applying electric lighting to No. 7 sleeping car	11,027 94	
Fitting up 250 box cars for pulp wood service	47,488 05	
Making under-frames and trucks of box cars into platform cars	8,761 76	
Changing centre dump to side dump cars	24,049 36	
Changing frames and trucks of five cars to platform cars	3,755 04	
Changing seven cars damaged in explosion to platform cars	320 49	
Moving locomotives from Kingston to Brockville	687 57	
Dismantling freight cars	14 00	
		149,553 58
Leaving a credit balance to the credit of Equipment Renewal Account at March 31, 1919		957,658 81

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	Dr.	$ cts.	1919.	Cr.	$ cts.
Mar. 31	To rental of New Brunswick and Prince Edward Island Railway from August 1, 1917, to Mar. 6, 1919	2,604 22	Mar. 31	By Dominion of Canada	2,604 22
		2,604 22			2,604 22

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	Dr.	$ cts.	1919.	Cr.	$ cts.
Mar. 31	To rental of International Railway of New Brunswick from Feb. 1, 1918, to Jan. 31, 1919	90,000 00	Mar. 31	By Dominion of Canada	90,000 00
		90,000 00			90,000 00

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NATIONAL TRANSCONTINENTAL RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	Dr.	$ cts.	1919.	Cr.	$ cts.
Mar. 31	Amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from April 1, 1918, to Mar. 31, 1919 inclusive, at $50,000 per month....	600,000 00	Mar. 31	By Dominion of Canada.....	600,000 00
		600,000 00			600,000 00

VALE RAILWAY.

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1919.

1919.	Dr.	$ cts.	1919.	Cr.	$ ct.
Mar. 31	To amount paid Acadia Coal Co. for one year's rental of the Vale Railway from May 1, 1917, to April 30, 1918.....	1,200 00	Mar. 31	By Dominion of Canada....	1,200 00
		1,200 00			1,200 00

SAINT JOHN AND QUEBEC RAILWAY.

REVENUE ACCOUNT, YEAR ENDED MARCH 31,1919.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures...	80,555 26	Passenger.....	32,270 14
Maintenance of Equipment	8,787 92	Freight.....	101,987 94
Traffic.....	4,043 47	Mails and express.....	1,534 81
Transportation—rail line.....	95,572 19		135,792 89
General.....	3,731 21	Less—Miscellaneous.....	27,865 08
	192,690 05		107,927 85
Rental.....	46,174 85	Balance.....	130,937 09
	238,864 90		238,864 90

ST. JOHN AND QUEBEC RAILWAY.

GENERAL BALANCE, YEAR ENDED MARCH 31, 1919.

Dr.	$ cts.	Cr.	$ cts.
To Stores department	1,494 56	By Dominion of Canada	7,989 75
Individuals and Companies ledger	3,533 65		
Rents ledger	222 90		
Traffic ledger	188 91		
Auditor's Suspense	990 55		
Station agents	1,390 70		
Cash in transit	42 28		
Freight in transit	9 10		
Capital suspense—concrete culvert	117 10		
	7,989 75		7,989 75

ST. JOHN AND QUEBEC RAILWAY.

STATEMENT OF CASH RECEIVED, YEAR ENDED MARCH 31, 1919.

Dr.	$ cts.	Cr.	$ cts.
To Balance on hand April 1, 1918	Nil.	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended Mar. 31, 1919	153,997 96
Station agents	116,881 80		
Traffic ledger	23,414 56		
Individual and companies ledger	9,979 49		
Rents ledger	744 60		
General ledger	2,977 51		
	153,997 96		153,997 96

ST. JOHN AND QUEBEC RAILWAY.

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1919.

Dr.	$ cts.	Cr.	$ cts.
To balance Mar. 31, 1919	Nil.	By issues during year ended Mar. 31, 1919	7,202 27
Purchased during year ended Mar. 31, 1919...$ 7,950 61		Balance, Mar. 31, 1919	1,494 56
Charges from other departments 746 22			
	8,696 83		8,696 83

APPENDIX III.

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

CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal, with forty-eight locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William, connection with the main transcontinental line of the Canadian Government Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian Government Railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

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

A full statement of the various canals, and canalized waters, now in operation, with their mileage, limiting dimensions, etc., is given in an appendix to this report.

Lachine Canal.

Navigation was carried on throughout the entire season without serious interruption. Fires occurred at the carpenter shop, near Wellington basin, and at the Mill Street machine shop. The former was totally destroyed, and the latter badly gutted in the upper story; the carpenter shop has since been rebuilt. Very few repairs or improvements were carried out during the year. The following, only, need be mentioned. Forty-two cast iron mooring posts, set in concrete, were placed at different points along the canal, replacing the former wooden posts; lock walls and other masonry were repointed, and 50 feet of iron guard fence was erected along the wall between the bridge and weir at Côte St. Paul.

Soulanges Canal.

With the exception of a ten days' interruption to traffic, due to the development of a leak at Lock No. 4, no delays of a serious nature occurred during the entire season. Extensive repairs to Lock No. 4 have since been carried out. Other repairs of a minor nature were performed as usual.

Cornwall Canal.

A delay to traffic of about 24 hours occurred towards the close of the navigation season, when the lower gates of Lock No. 15 were carried out by a collision. This was the first serious accident which had taken place for six years. A few lesser accidents occurred which caused no delay to traffic. Among the more important repairs carried out during the season, the following may be mentioned: The wooden floor of the Pitt Street wharf at Cornwall was reconstructed in concrete. At the repairing basin, where summer repairs to vessels are made, the bottom was concreted and a concrete rudder pit installed. Extensive repairs were made to the concrete tail race of the waste weir, and to the washout in the canal bank above the upper dam. At Lock No. 19, both lower gates were taken out, restepped and replaced. All the necessary minor repairs, both to floating plant and to machinery, locks, etc., were performed as usual.

Farran's Point Canal.

No unusual construction was found necessary at this canal; the work performed consisted only in repairs to stone protection walls, and an overhauling of the acetylene pipe line.

Rapide Plat Canal.

A reinforced concrete culvert was constructed under the highway which crosses Stata's creek, in the village of Morrisburg, to supplement the existing culvert which was not large enough to accommodate the increased flow in spring freshets. The highway across this stream was raised and improved, and permanently fenced on both sides, a concrete sidewalk being also constructed along one side of it. The work of rebuilding the lower entrance pier at Lock No. 23 was commenced in August, 1918, and carried on well towards completion before the close of the navigation season. This pier, which is 25 feet wide and 500 feet long, was originally a wooden crib structure. This has been removed to low water line, and is being rebuilt with concrete outer walls, stone filled, and floored with concrete. The new pier will be equipped with cast iron mooring posts and reinforced concrete poles to carry electric light wires.

Galops Canal.

The two large valves in the weir used for filling the 500-foot chamber in Lock 25 were removed at the close of the navigation season, rebuilt and reset in position. Repairs to the concrete walls of the Government ditch west of Iroquois were completed. A telegraph line, slightly over one mile in length, was constructed on the south bank of the canal connecting the G.N.W. lines in Cardinal with the collector's office.

Murray Canal.

This canal, which is an open waterway 80 feet in width, with 12 feet depth at low water, across the isthmus of the Prince Edward County Peninsula, connecting the Bay of Quinté with Lake Ontario, is without locks. No special work was required in the maintenance of this canal during the past season.

Welland Canal.

During the past season, this canal was open to navigation for eight months. Traffic returns show a slight increase over the previous year; 2,887 vessels passed through the canal in the season of 1918. This figure does not include vessels which did not make the through trip nor tugs or pleasure craft. Several accidents occurred which caused delays to traffic, though none of these delays were of a serious nature. Gates were struck and damaged by vessels in a number of instances, while both at Welland and Port Col-

borne considerable delays were occasioned by the striking of the steel highway bridges over the canal. Various repairs and improvements were carried out during the year. On the new canal the work of replacing arc lamps by gas-filled tungsten lamps was completed. Protection gates were installed at the approach to the highway swing bridge at Queenstown street, St. Catharines, and swing bridges at Allanburgh and Humberstone were painted. Repairs of a minor nature were also attended to on the old canal.

Welland Canal Feeders.—At Dunnville, the long bridge over the dam, which was carried out by the freshet of March, 1918, was rebuilt, all the renewals being of a permanent nature.

Port Colborne Elevator.—The grain receipts for the year amounted to 13,822,371 bushels, a falling off of about 5,000,000 bushels from the year before. The earnings, however, show a considerable increase. No construction or extensive repair work was found necessary.

Welland Ship Canal Construction.

Shortly after the armistice in November, 1918, it was decided to resume construction work on the Welland Ship Canal which had been practically closed down owing to war conditions in 1917, and which had resulted in the contractors, for the various sections, being released from their contracts early in calendar year of 1918.

In January, 1919, contracts were entered into between the Department and the former contractors for the resumption of the work on sections Nos. 1, 2, 3 and 5 on a "cost plus" percentage basis.

During the period of the suspension of the work nearly all the rails, ties, locomotives, cars, steam hoists, locomotive cranes and equipment of machine, carpenter and blacksmith shops together with other equipment of all kinds, were sold and consequently the greater part of the period from the reletting of the work to the end of the fiscal year was taken up in the purchase and replacement of this plant and the work of restoration necessary to be done preliminary to active construction. Complete details in regard to the general scheme of the Welland Ship Canal, and the various works thus far carried out on it, will be found in previous reports.

SAULT STE. MARIE CANAL

This canal was in operation during the past season for a period of 236 days. The average freight traffic through the Canadian and American canals showed a decrease of 5 per cent from the year before. On the Canadian canal alone, this decrease in traffic amounted to 16 per cent; passenger traffic, however, showed a slight increase.

No accidents or delays to traffic of a serious nature occurred. The following, however, may be mentioned: During the season eleven vessels were grounded on various occasions on the bank immediately west of the upper north pier. This was caused by currents round the end of the pier, due to the draught of water into the power canal of the Great Lakes Power Company. No damage to vessels was suffered. In the year 1909, the floor of the lock was considerably damaged by the carrying away of the lock gates. This damage was patched up at the time, but towards the close of last season, the pressure on the culverts caused the patching to give way, as also a considerable portion of the partition wall between the two middle culverts. Permanent repairs to this break have since been made.

Ste. Anne Lock.

This lock was in operation during the entire season. No special repair work was found necessary.

Carillon and Grenville Canals.

The operation of these two canals was continued without interruption during the entire navigation season. The principal repair work carried out was the rebuilding of the waste weir above lock No. 4, on the Grenville canal.

Rideau Canal.

Navigation proceeded uninterruptedly during the entire season, and ample depths of water were maintained without difficulty. Owing to the unusually mild winter and light snow fall, no trouble was experienced from spring freshets. Various repair and renewal works were caried out, among which the following may be specially noted: At the Ottawa lock station, both chamber walls of lock No. 4 were taken down and are now being rebuilt in concrete. At Hogsback lock station, the connecting bridge between the east and west bulkheads was rebuilt and other repairs carried out. A new pair of gates was placed at the upper end of Black Rapids lock, and repairs made to the layby piers and to the cribs at the waste weir, and on the east shore of the river. The old timber swing span at Manotick was taken down and replaced with a new one. At Kilmarnock lock, the old swing bridge was renewed, and the timber foundations rebuilt in concrete. A new lay-by pier 150 feet long was also constructed at this point. At Morton, the old timber dam, which had become very defective, was replaced by a concrete dam during the winter months. Extensive repairs were made to the masonry of the lower lock at Brewer's Upper Mills. At the lower mills, a new concrete centre pier was constructed for the swing bridge. The upper sill of the upper lock at Kingston Mills was renewed in concrete, and other lesser repairs attended to.

St. Ours Lock.

No interruption to navigation occurred at this lock, and repair work of a minor nature only was found necessary.

Chambly Canal.

The road on the west side of the canal at Isle Ste. Thérèse, which had got into very bad condition, was thoroughly re-metalled for a distance of nearly half a mile. Wooden mooring posts were replaced by concrete at a number of points; the banks of the canal were put in good repair, and all tow paths put in good order.

Trent Canal.

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

Canal in Operation.

That portion of the canal which lies between Trenton and Rice lake was formally opened for traffic on June 3, 1918, The extent of the canal now in operation may, therefore, be stated as 203.6 miles, or between Trenton and Washago, at the head of lake Couchiching. In addition to this, other channels maintained would approximate an additional 90 miles. Between Trenton and Rice Lake, the various construction contracts, which have been under way for some years past, were all brought to completion with the exception of a few details in the finishing up of the work which have no effect on the operation of the canal. On section 3, a small amount of dredging still

remains to be done. Work on the Grand Trunk Railway high level bridge over the canal at Campbellford has been completed, but the removal of the piers of the old bridge has yet to be effected.

From Rice Lake westward the principal items of work carried out on the canal during the year were as follows: The main crossover valve in the Peterborough lift lock was removed, repaired, and replaced; new lower gates were provided for Lock No. 27, Stoney lake. East of Kirkfield lift lock, the rock cut on the north side was faced with concrete to prevent leakage through the open seams and resulting damage to property in the vicinity. On the lower Otonabee, dredging operations were resumed, and improvements in the channel effected. Similar operations were also carried on at Robinson's Island bar, and in the river below Bobcaygeon. The construction of a new concrete dam at Redstone lake was begun in August last, and will be resumed during the coming season. The old dam at Koshlong Lake was taken down and replaced by a new timber dam on the same foundation. The Swamp Lake and Eagle Lake dams underwent extensive repairs. At Nassau a brick dwelling was erected for the accommodation of the damkeeper and bridge tender. The work of reconstructing in concrete the pile centre piers above and below the Peterborough lift lock was completed early in January last.

Canal under Construction.

Severn Division.—A general description of the Severn Division is to be found in the Report of the Superintending Engineer included in the Annual Report for the fiscal year endng March 31, 1914, and in the Annual Report for the year ending March 31, 1918. The work on the division includes 6 locks, 16 dams and 8 bridges of which 1 lock, 10 dams and 2 bridges are finished and in commission. At the end of this fiscal year about 50 per cent of the work had been completed.

In January 1919, contracts were let to the York Construction Company for the easterly half of Section No. 1, and to the Randolph Macdonald Company, Limited, the former contractors, for the continuance of work on Section No. 3, on a "cost plus" percentage basis. To the end of the fiscal year work on Section No. 1 consisted chiefly in repairing and transporting plant, the building of camps, shops, etc., and some clearing. On Section No. 3 the work done consisted chiefly in excavation of rock ridges between the lock and the Canadian Northern Railway, building of coffer dams and rock excavation in the centre branch of the river at Washago, distribution of gravel and ties along the Canadian Northern Railway diversion, repairing camps, plant, etc. About 80 per cent of the material for the valves of Swift Rapids and Couchiching Locks has been delivered at the lock sites and part of it built into the walls.

Important survey work has been carried out during the year at Buckhorn Lake with a view to the preparation of navigation charts and future improvements of the navigation channel. Valuable reports have also been prepared in regard to stream measurements from observation taken during the past season.

St. Peter's Canal.

This canal, as reconstructed between the years 1912 and 1917, has been in continuous operation. Since November last, the work of replacing the old wooden swing span used for highway traffic over the canal at St. Peters, N.S., by a steel span brought from Cardinal, Ontario, has been in progress. It is expected that the new bridge will be in commission in about two weeks time.

CANALIZATION OF THE ST. LAWRENCE RIVER.

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

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

During the past season two boring parties have been investigating subsurface conditions on the sites of proposed works. Some survey work has also been done to supplement our information respecting the route from Lake St. Francis to the harbour of Montreal, and the plans for this section have been worked up.

A special publication entitled "St. Lawrence River Route and Canals" was published in 1919. It contains details of canals, specially the location, and length of canals, depth of water in the locks and their size, etc.

RAILWAYS.

Hudson Bay Railway.

By the close of 1918, this road had been completed for a distance of 334 miles north of Le Pas, Manitoba, or up to and including the second crossing of the Nelson River at Kettle Rapids. Between this point and the ocean terminus at Port Nelson on Hudson Bay, a distance of about 90 miles, the line has been graded only. The railway was taken over from the contractor on October 9, 1918, by the Government, and has since been operated for them by the Canadian National Railways Management.

Hudson Bay Railway Terminus, Port Nelson, Man.

During the previous season (1917-18) practically all the materials on hand were used in the various works under construction. Owing to war conditions, it had been impossible to replenish the stock, so that in the past year little further progress with the work was found possible. The preparation of a new set of charts of the Nelson Estuary was carried through in the summer of 1918, it having been found from experience that the existing charts were far from reliable. Careful surveys were made, and the findings therefrom indicated the existence of very satisfactory conditions for navigation. Across the outer bar, which is situated 18 miles from the partly constructed island, it was found that there was a channel 33½ feet deep at high water neap tides, and 1,200 feet wide, the distance of this channel from the nearest shore being six miles.

The wireless station was closed down at the end of the season, and the force reduced to seven men who have been left to look after the works and plant.

CANALS OF CANADA.

Name.	Location.	Length in Miles.	Locks.			
			No. of	Minimum dimensions.		
				Length.	Width.	Depth.
St. Lawrence and Great Lakes.				Ft.	Ft.	Ft.
Lachine	Montreal to Lachine	8·50	5	270	45	14
Soulanges	Cascades Point to Coteau Landing	14·00	5	280	45	15
Cornwall	Cornwall to Dickinson's Landing	11·00	6	270	45	14
Farran's Point	Farran's Point Rapid	1·25	1	800	50	14
Rapide Plat	Rapide Plat, Morrisburg	3·67	2	270	45	14
Galops	Iroquois to Cardinal	7·33	3	.....	.....	14
Murray	Isthmus of Murray, Bay of Quinté	5·17	None.	.....	.....	12
Welland	Port Dalhousie, Lake Ontario to Port Colborne, Lake Erie	26·75	26	270	44	14
Sault Ste. Marie	St. Mary's Rapids, 47 miles West of Lake Huron	1·41	1	900	60	19·5
Ottawa and Rideau rivers.						
St. Anne Lock	Junction of St. Lawrence and Ottawa rivers	0·12	1	200	45	9
Carillon	Carillon rapids, Ottawa river	0·75	2	200	45	9
Grenville	Long Sault Rapids, Ottawa river	5·75	5	200	45	9
Rideau	Ottawa to Kingston	126·25	47	134	33	5
	Rideau Lake to Perth (Tay Branch)	7·00	2	134	33	5
Richelieu river.						
St. Ours Lock	St. Ours, Que	0·12	1	200	45	7
Chambly	Chambly to St. Johns, Que	12·00	9	118	22·5	7
Miscellaneous.						
Trent	Trenton to Peterboro Lock, Peterboro	89·0	18	175	33	8·3
	Peterboro Lock to head of Lake Couchiching	114·6	23	134	33	6
	Sturgeon Lake to Port Perry (Scugog Branch)	30·0	1	142	33	6
St. Peter's	St. Peter's Bay to Bras d'Or Lakes, Cape Breton, N.S.	0·49	1	300	48	18

TABLE SHOWING THE DATES OF THE OPENING AND CLOSING OF THE CANALS FOR THE SEASONS, 1916, 1917, 1918 AND 1919.

CANALS.	1916.		1917.		1918.		1919.	
	Opened.	Closed.	Opened.	Closed.	Opened.	Closed.	Opened.	Closed.
Lachine	Apr. 26	Dec. 15	Apr. 25	Dec. 15	Apr. 30	Dec. 17	Apr. 16	Dec. 12
Soulanges	" 26	" 15	" 25	" 15	May 1	" 17	" 18	" 12
Grenville	" 29	Nov. 30	" 26	Nov. 26	" 1	Nov. 30	May 1	Nov. 25
Carillon	" 29	" 30	" 26	" 26	" 1	" 30	" 1	" 25
Ste. Anne's	" 25	Dec. 2	" 25	" 30	Apr. 26	" 30	Apr. 17	" 30
Chambly	May 1	" 1	May 1	" 27	May 1	" 30	May 1	" 30
St. Ours	Apr. 22	.....	" 1	" 27	Apr. 29	" 20	Apr. 23	" 30
Cornwall	" 24	" 14	Apr. 14	Dec. 12	" 24	Dec. 17	" 17	Dec. 13
Williamsburg.. Farran's Point	" 24	" 16	" 17	" 10	" 26	" 16	" 17	" 17
Williamsburg.. Rapide Plat	" 24	" 16	" 17	" 10	" 24	" 16	" 17	" 13
Williamsburg.. Galops	" 24	" 16	" 17	" 10	" 24	" 16	" 17	" 13
Murray	" 17	" 7	" 18	" 1	" 21	" 7	" 14	" 4
Welland	" 22	" 16	" 18	" 8	" 23	" 20	" 19	" 13
Sault Ste. Marie	" 18	" 19	" 25	" 16	" 23	" 17	" 19	" 13
Rideau.. At Ottawa	May 1	Nov. 30	May 1	Nov. 30	May 1	Nov. 30	" 11	" 15
Rideau.. At Kingston	" 1	" 30	" 1	" 19	" 1	" 30	May 1	Nov. 28
Trent.... Hastings to Rice Lake	Apr. 28	" 14	May 5	Dec. 4	May 6	" 16	May 15	Nov. 14
Trent.... Rice Lake to Peterborough	" 25	Dec. 9	" 5	" 4	Apr. 20	Dec. 4	May 3	Nov. 24
Trent.... Peterborough to Lakefield	May 18	Nov. 9	" 23	Nov. 19	May 17	Nov. 27	May 10	Nov. 25
Trent.... Peterborough Lift Lock	" 15	" 9	" 24	" 3	" 17	" 6	May 15	Nov. 7
Trent.... Lakefield to Bobcaygeon	" 9	" 23	" 2	" 9	" 9	" 21	Ap.. 29	" 15
Trent.... Bobcaygeon to Rosedale	Apr. 27	" 30	" 12	" 14	" 6	" 28	" 21	" 18
Trent.... Kirkfield Lift Lock	May 15	" 3	June 2	Oct. 24	" 24	Oct. 25	May 21	Oct. 23
Trent.... Kirkfield to Lake Simcoe	" 5	Oct. 14	May 26	Nov. 1	" 25	Nov. 1	May 7	" 23
Trent.... Lake Simcoe to Orillia	" 1	Nov. 16	" 26	" 1	" 25	" 5	May 1	Nov. 20
Trent.... Scugog River and Lindsay Lock	" 1	" 11	Apr. 18	" 19	Apr. 26	" 22	Apr. 12	Nov. 23
St. Peter's	Sept. 1	Jan. 18 1917.	" 16	Jan. 15 1918.	May 3	Jan. 13 1919.	Apr. 10	Jan. 3 1920.

APPENDIX IV.

REPORT OF C. N. MONSARRAT, CHAIRMAN AND CHIEF ENGINEER OF THE QUEBEC BRIDGE.

OTTAWA, ONT., March 31, 1919.

I beg to submit herewith, my final progress report on the construction of the Quebec Bridge, as follows:—

In May, 1918, there still remained the following work to be carried out, viz.:—

Completion of the painting.
Completion of the riveting.
Completion of concrete sidewalks.
Completion of the erection of hand-railing.
Removal of falsework pedestals on north and south shores.
Grading and cleaning up around south anchor pier.
Removal of docks and cribs, northshore.
Placing of riprap outside the new north main pier.

During the summer, the contractor had about 150 men employed on painting, and another 100 employed on the various works mentioned above.

On August 21, the bridge was submitted to a test load, in accordance with the requirements of the specification. The test was made with two heavily loaded freight trains with four Santa Fé freight engines, which covered both tracks of the main span between the main piers. The engines and loaded cars were the heaviest available, the total weight of these trains being 6,627 tons. The load was placed in such a position as to give the greatest stress in the members of the cantilever, and allowed to remain for two hours. The test was satisfactory in every respect.

At the same time, I made a thorough inspection of the work in its entirety, and reported that everything had been satisfactorily completed, according to the contract which the Government had entered into with the St. Lawrence Bridge Company Limited.

On November 18, the final estimate was passed in favour of the St. Lawrence Bridge Company and the structure taken over from the contractors and accepted as complete.

APPENDIX V.

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

The following is a summary of the work done during the fiscal year ending March 31, 1919, in connection with the lifting of rails for war purposes.

The construction of the highways between Otley and Carrot creek and between Peers and Fulstow, for the relief of settlers, was finished and another highway was constructed from Rosevear, on the Grand Trunk Pacific, to Horner, in order to give settlers on the abandoned Canadian Northern line access to the Grand Trunk Pacific.

Authority was given for the settlement of the numerous claims for compensation which had been filed. All claims received were thoroughly investigated and the greater number settled. Of 228 settlers in the district affected, 121 were paid compensation, 50 were not considered to have suffered, 53 had their entries cancelled at the instance of the Department, and 4 could not be traced. One storekeeper's claim was settled and one is still under investigation. Compensation was paid on 156 lots and 23 buildings in the townsite of Tollerton and the affairs of the Tollerton School District were wound up. The claims of six lumber operators were settled and the claim of a coal mining company fully investigated.

The entire Joint Section was re-surveyed and plans partially prepared.

The question of the economic operation of the Pocahontas Branch and its possible elimination was fully investigated.

CANAL STATISTICS

STATISTIQUE DES CANAUX

CANADA

DOMINION BUREAU OF STATISTICS

TRANSPORTATION DIVISION

CANAL STATISTICS

FOR THE YEAR ENDED DECEMBER 31

1919

PREPARED IN COLLABORATION WITH THE
DEPARTMENT OF RAILWAYS AND CANALS
CANADA

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

[No. 20a—1920.]

CANADA

BUREAU FÉDÉRAL DE LA STATISTIQUE

DIVISION DES TRANSPORTS

STATISTIQUE DES CANAUX

POUR L'ANNÉE TERMINÉE LE 31 DÉCEMBRE

1919

DRESSÉE EN COLLABORATION AVEC LE MINISTÈRE DES CHEMINS DE FER ET CANAUX.

IMPRIMÉ PAR ORDRE DU PARLEMENT

OTTAWA
THOMAS MULVEY
IMPRIMEUR DE SA TRÈS EXCELLENTE MAJESTÉ LE ROI
1920

[No. 20A—1920.]—1½

CANAL STATISTICS, 1919.

PREFACE.

The statistics in this report were formerly collected and compiled in the Statistical Branch of the Department of Railways and Canals. By Order in Council under the Statistics Act, dated August 29, 1919 (P.C. 1754), the work of the branch was transferred to the Dominion Bureau of Statistics, and by arrangement with the Department of Railways and Canals, the data collected by the Canal Statistical officers are now forwarded to the Bureau.

The report, which was in process of compilation at the time of the above transfer, has been completed along the lines followed in previous years. A summary of its contents is as follow:—

Complete data are given for all the Canadian canals, with regard to number of vessels passed through, their registered tonnage, description, nationality, and passengers and cargoes carried. The report also includes certain data for the United States canal at Sault Ste. Marie. As no tolls are charged by either the Canadian or American canals at Sault Ste. Marie, vessels use both freely, and the statistics of one would not be complete without those of the other.

The movement of Canadian grain from the head of Lake Superior is one of the most important items of Canadian inland water traffic, and more elaborate statistics have therefore been compiled on it than on other items. The large decrease from 1918 of 8,888,353 tons was all in American freight, which was 10,384,707 tons less than the previous year, while Canadian freight increased 1,496,354 tons. The decline in American freight was practically all in the Sault Ste. Marie canal returns and in coal and iron ore. The decrease for that canal in iron ore was 8,211,866 tons, and in coal 661,473 tons, whilst variations in other commodities gave a total net decrease of 8,775,626 tons.

Coal shipments were light all season, dropping in June to about one-third those of June, 1918, and declining until in October they were only about one-eighth those of the previous year. Iron ore shipments held up to the 1918 figures for May, June and July, but dropped off in August, and continued light till the close of navigation. These decreases were due to the general shortage of coal and to labour troubles in the United States steel plants. Strikes occurred at many of these plants on September 22, and it was the end of November before they were in operation.

As a result of lack of cargoes on the Great Lakes, and of better conditions on the ocean routes, many American steam vessels were taken off the Great Lakes and sent to the Atlantic Ocean. The down registered tonnage of American steam vessels on the Welland canal exceeded the up tonnage by 367,376 tons, and on the St. Lawrence canal by 319,531 tons, the movement in this direction being steady throughout the season.

Complete details with regard to the above and other data are given in the tables of the report.

R. H. COATS,
Dominion Statistician.

Dominion Bureau of Statistics,
Ottawa, April 11, 1920.

STATISTIQUE DES CANAUX, 1919.

PRÉFACE.

Les statistiques contenues en ce rapport étaient autrefois recueillies et compilées par la section statistique du ministère des Chemins de fer et Canaux. Le Bureau Fédéral de la Statistique a été chargé de ce travail par arrêté en conseil du 29 août 1919 (C.P. 1754), en vertu des dispostions de la Loi de la Statistique, et conformément aux décisions prises par le ministère des Chemins de fer et Canaux; les données en la possession de sa section statistique sont désormais transmises à ce bureau.

Le rapport, qui était en cours d'élaboration lorsque ce transfert s'est effectué, a été établi selon les méthodes suivies les années précédentes. Voici un résumé de son contenu:

On y trouve des informations complètes sur tous les canaux canadiens, c'est-à-dire, le nombre des navires qui y sont passés, leur tonnage enregistré, leur genre, leur pavillon, leurs passagers et leurs cargaisons. Le rapport contient également certaines données relatives au canal du Sault Ste-Marie appartenant aux Etats-Unis. Etant donné qu'aucun péage n'est perçu ni sur le canal canadien ni sur le canal américain du Sault Ste-Marie, la batellerie circule indistinctement sur l'un et sur l'autre, de telle sorte que les statistiques de l'un seraient incomplètes sans celles de l'autre.

Le mouvement du grain canadien depuis la tête du lac Supérieur est l'un des facteurs dominants des transports par eau au Canada; il nécessite, par conséquent, des statistiques plus élaborées que les autres produits transportés. La diminution considérable de 8,888,353 tonnes sur les chiffres de 1918 porte uniquement sur le fret américain, inférieur de 10,384,707 tonnes à celui de l'année précédente, tandis que le fret canadien présente un accroissement de 1,496,354 tonnes. Le fléchissement du fret américain s'est manifesté presque entièrement sur le trafic du canal du Sault Ste-Marie; il affecte la houille et le minerai de fer. Dans ce canal seul, le minerai de fer a décru de 8,211,866 tonnes, la houille de 661,473 tonnes et les fluctuations des autres produits ont ramené le déficit net à 8,775,626 tonnes.

Durant toute la saison, les expéditions de charbon ont été minimes; dès le mois de juin elles descendaient aux environs du tiers de celles de juin 1918, puis continuaient à décliner de telle sorte qu'en octobre elles ne représentaient que la huitième partie de celles du même mois de l'année précédente. En mai, juin et juillet, les transports de minerai de fer se sont maintenus au niveau des chiffres de 1918, mais un fléchissement se produisit en août et dura jusqu'à la fin de la saison; cette diminution eut pour cause la rareté du charbon, puis les grèves qui affectèrent les aciéries des Etats-Unis, nombre de ces usines ayant cessé leurs opérations le 22 septembre pour ne les reprendre qu'à la fin de novembre.

Le manque de cargaisons sur les grands lacs et l'accroissement de l'activité de la navigation océanique, déterminèrent certains armateurs américains à envoyer sur l'océan Atlantique leurs vapeurs des grands lacs. Les vapeurs américains qui ont descendu le canal Welland excédaient de 367,376 tonnes enregistrées ceux qui l'ont remonté; sur le canal du St-Laurent, cette différence s'est chiffrée par 319,531 tonnes, le mouvement s'étant accentué régulièrement dans cette direction pendant toute la saison.

On peut voir dans les tableaux de ce rapport tous les détails de nature à éclairer cette situation.

R. H. COATS,
Statisticien du Dominion.

Bureau Fédéral de la Statistique,
Ottawa, 11 avril 1920.

Total Traffic through all Canadian Canals in 1919.

Volume total du trafic par tous les canaux canadiens, en 1919.

Canals — Canaux	Tons — Tonnes	Increase — Augmentation	Decrease — Diminution
	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Sault Ste. Marie	4,138,085	–	8,775,626
Welland	2,170,779	–	3,519
St. Lawrence	2,891,619	–	139,515
Chambly	242,961	–	126,225
St. Peters	64,879	5,163	
Murray	108,250	63,515	–
Ottawa	218,438	51,268	–
Rideau	103,539	49,403	–
Trent	52,953	–	11,940
St. Andrews	3,763	–	877
Total	9,995,266	–	8,888,353

Total Traffic through all Canadian Canals.

Volume total du trafic par tous les canaux canadiens.

—	Tons—Tonnes	—	Tons—Tonnes
1900	5,013,693	1910	42,990,608
1901	5,665,259	1911	38,030,353
1902	7,513,197	1912	47,587,245
1903	9,203,817	1913	52,053,913
1904	8,256,236	1914	37,023,237
1905	9,371,744	1915	15,198,803
1906	10,523,185	1916	23,583,491
1907	20,543,639	1917	22,238,935
1908	17,502,820	1918	18,883,619
1909	33,720,748	1919	9,995,266

Year. — Année.	Canadian Vessels. — Navires canadiens		United States Vessels — Navires des Etats-Unis		Freight Tonnage — Cargaison		
					Origin—Origine		
	No. — Nombre	Registered Tonnage. — Tonnage enregistré	No. — Nombre	Registered Tonnage. — Tonnage enregistré	Canada	United States — Etats-Unis	Total.
1908	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,502,820
1909	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913	28,654	12,078,041	10,739	24,238,788	11,130,875	40,923,038	52,053,913
1914	26,125	12,050,856	7,742	15,636,414	9,382,206	27,641,031	37,023,237
1915	21,575	9,398,207	6,415	7,385,101	6,789,423	8,409,380	15,198,803
1916	23,002	9,839,029	6,800	10,660,839	7,486,962	16,096,529	23,583,491
1917	21,588	9,831,694	6,594	10,259,772	5,964,369	16,274,566	22,238,935
1918	18,909	7,800,972	6,791	9,616,200	3,369,477	15,514,142	18,883,619
1919	20,682	8,735,973	4,092	5,259,173	4,865,831	5,129,435	9,995,266

Canadian and American Freight—Percent of Totals.

Proportion respective du fret canadien et du fret américain.

Year. — Année.	Canadian Freight Per Cent. — Pourcentage du fret canadien	American Freight Per Cent. — Pourcentage du fret américain
1908	28·7	71·3
1909	21·8	78·2
1910	18·3	81·7
1911	20·5	79·5
1912	19·7	80·3
1913	21·3	78·7
1914	25·3	74·7
1915	44·7	55·3
1916	31·7	68·3
1917	26·8	73·2
1918	17·8	82·2
1919	48·7	51·3

Percentage which each Commodity bore to the Total Traffic.

Pourcentage de chaque catégorie de marchandises, par rapport au trafic total.

——	1915 Percent — Pourcentage	1916 Percent — Pourcentage	1917 Percent — Pourcentage	1918 Percert — Pourcentage	1919 Percent — Pourcentage
Agricultural Products—Produits agricoles	34·11	21·96	17·21	11·44	31·83
Animal Products—Produits des animaux	·07	·04	·05	·12	·16
Manufactures– Produits des manufactures	7·21	3·53	3·65	4·25	8·29
Forest Products—Produits forestiers	9·83	5·87	5·26	4·94	8·74
Mine Products—Produits miniers	48·78	68·60	73·82	79·25	50·98

Decrease in Products of Mine was due principally to the labor trouble at the American Steel Mills during October and November and shortage of coal during the entire season.

See Page 7 for comparisons of totals.

La diminution des produits miniers est surtout attribuable aux différends ouvriers survenus dans les aciéries américaines en octobre et novembre, ainsi qu'à la disette de charbon durant la saison entière.

Voir page 7, pour la comparaison des totaux.

Season of Navigation, 1919.

Saison de navigation de 1919.

Canals. — Canaux.	First Vessel Passage — Passage du premier navire	Last Vessel Passage — Passage du dernier navire	Number of Days used — Durée de la saison en jours
Sault Ste. Marie	April—Avril 12.	Dec. 14.	247
Welland	" 19.	" 10.	236
St. Lawrence	" 16.	" 11.	240
Chambly	" 23.	Nov. 28.	220
St. Peters	" 12.	Dec. 31.	264
Murray	" 14.	Nov. 28.	229
Ottawa	" 24.	" 22.	213
Rideau	May—Mai 1.	" 25.	209
Trent	" 1.	" 27.	211
St. Andrews	" 10.	Oct. 28.	172

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Total Traffic through Canadian Canals during 1919, by Canals and Commodities.

Volume du trafic des canaux canadiens en 1919, par canal et par catégorie de marchandises.

Canals — Canaux	Agricultural Products — Produits agricoles	Animal Products — Produits des animaux	Manufactures	Products of the Forest — Produits forestiers	Products of the Mines — Produits miniers	Total.
1919	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Sault Ste. Marie	1,581,576	1,812	303,617	29,038	2,222,042	4,138,085
Welland	778,449	895	238,807	91,682	1,060,946	2,170,779
St. Lawrence	792,563	5,244	231,903	449,697	1,412,212	2,891,619
Chambly	12,700	282	5,960	123,042	100,977	242,961
St. Peter's	9,993	1,686	7,268	1,556	44,376	64,879
Murray	–	–	8,147	–	100,103	108,250
Ottawa	2,646	2,998	18,555	114,355	79,884	218,438
Rideau	1,247	2,327	12,184	13,234	74,547	103,539
Trent	2,328	188	2,497	47,079	861	52,953
St. Andrews	–	91	268	3,404	–	3,763
Total	3,181,502	15,523	829,206	873,087	5,095,948	9,995,266

Total Traffic through Canadian Canals during 1919, by origin—" Canadian " and " American ".

Volume du trafic des canaux canadiens en 1919, selon l'origine de la cargaison.

Canals — Canaux	Total Traffic — Volume total	Canadian Freight — Fret canadien	Percent. — Pourcentage	American Freight — Fret américain	Percent. — Pourcentage
	Tons — Tonnes	Tons — Tonnes	—	Tons — Tonnes	—
Sault Ste. Marie	4,138,085	1,606,311	38·82	2,531,774	61·18
Welland	2,170,779	1,079,087	49,70	1,091,692	50·30
St. Lawrence	2,891,619	1,498,322	51·82	1,393,297	48·18
Chambly	242,961	138,420	56·98	104,541	43·02
St. Peters	64,879	64,879	100·00	–	–
Murray	108,250	107,547	99·35	703	00·65
Ottawa	218,438	215,178	98·51	3,260	1·49
Rideau	103,539	99,371	95·97	4,168	4·03
Trent	52,953	52,953	100·00	–	–
St. Andrews	3,763	3,763	100·00	–	–
	9,995,266	4,865,831	48·7	5,129,435	51·3

Total Traffic through the Canadian Canals during 1919.

Commodities.	Sault Ste. Marie.	Welland.	St. Lawrence	Chambly.	St. Peter's.	Murray.
Class No. 1—Vessels.	Tons. — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes.
Canadian Vessels.—Steam	2,741,964	1,720,192	2,453,376	41,215	27,982	86,194
" Sail	75,132	204,227	654,397	24,389	50,430	66,416
United States Vessels.—Steam	3,660,108	684,388	746,477	20	1,506	633
" Sail	11,526	7,207	22,695	107,585	16	1,801
Total, Class No. 1	6,488,730	2,616,014	3,876,945	173,209	79,934	155,044
Class No. 2.	No. — Nombre.	No. — Nombre.	No. — Nombre.	No. — Nombre.	No. — Nombre.	No. — Nombre.
Passengers	41,099		101,750	1,403	322	1,099
Class No. 3.	Tons — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes.	Tons. — Tonnes	Tons. — Tonnes.	Tons. — Tonnes
Agricultural Products—						
Barley	201,761	135,031	130,568	3	2	–
Buckwheat	–	–	–	–	2	–
Corn	–	26,725	25,219	83	12	–
Oats	193,140	46,748	48,963	468	1,521	–
Rye	79,269	3,208	2,333	–	–	–
Flax	19,726	1,820	1,456	–	–	–
Peas	15	–	5	6	1	–
Wheat	758,968	547,423	552,875	3	–	–
Flour	320,005	17,494	22,002	696	2,322	–
Hay	91	–	6,574	9,432	944	–
Other Mill Products	7,563	–	1,594	498	403	–
Fruits and Vegetables	1,032	–	638	1,476	910	–
Potatoes	6	–	336	35	3,876	–
Total	1,581,576	778,449	792,563	12,700	9,993	–
Animal Products—						
Live Stock	14	–	399	254	28	–
Poultry, Game and Fish	90	–	27	26	1,263	–
Dressed Meats	–	895	948	–	16	–
Other Packing House Products	728	–	314	2	311	–
Hides and Leather	157	–	43	–	1	–
Wool	687	–	5	–	–	–
Animal Products, All other	136	–	3,508	–	67	–
Total	1,812	895	5,244	282	1,686	–
Grand Total, Class No. 3	1,583,388	779,344	797,807	12,982	11,679	–
Class No. 4.						
Manufactures—						
Agricultural Implements	890	7,845	126	142	3	–
Cement, Bricks, Lime	3,746	–	3,431	427	182	–
Household Goods and Furniture	50	–	2,276	12	213	–
Iron—Pig and Bloom	9,671	9,276	11,212	–	16	15
Iron and Steel, All other	37,499	20,438	9,247	191	147	40
Petroleum and Other Oils	4,743	147,449	102,715	95	757	–
Sugar	7,484	–	12,694	90	128	–
Salt	14,151	–	1,119	132	820	–
Wines, Liquors and Beers	219	30	2,489	10	14	194
Merchandise—Not enumerated	225,164	53,769	86,594	4,861	4,988	7,898
Total, Class No. 4	303,617	238,807	231,903	5,960	7,268	8,147
Class No. 5.						
Products of Forests—						
Pulpwood	21,169	86,497	316,935	27,407	–	–
Sawed Lumber	6,585	5,185	128,578	82,144	932	–
Square Timber	–	–	300	267	10	–
Shingles	1,236	–	90	122	138	–
Other Woods	48	–	3,794	13,102	476	–
Total, Class No. 5	29,038	91,682	449,697	123,042	1,556	–
Class No. 6.						
Products of Mine—						
Hard Coal	5,700	1,480	292,207	95,641	427	668
Soft Coal	275,673	984,766	1,023,357	–	40,732	35
Coke	4,200	–	–	–	1	–
Copper Ore	10,801	–	–	–	–	–
Iron Ore	1,890,614	–	–	–	5	–
Other Ore	7,064	10,870	–	–	925	–
Sand, etc	27,990	63,830	96,648	5,336	2,286	99,400
Total, Class No. 6	2,222,042	1,060,946	1,412,212	100,977	44,376	100,103
Grand Total	4,138,085	2,170,779	2,891,619	242,961	64,879	108,250

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Volume du trafic par les canaux canadiens en 1919.

Ottawa.	Rideau.	Trent	St.Andrews	Total.	Produits.
Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	1ÈRE CATÉGORIE—NAVIRES.
102,402	79,826	123,190	16,004	7,392,345	Navires canadiens, à vapeur.
183,687	42,750	32,705	9,495	1,343,628	" à voiles.
99	–	–	–	5,093,231	Navires des Etats-Unis, à vapeur.
14,920	192	–	–	165,942	" " à voiles.
301,108	122,768	155,895	25,499	13,995,146	Total, 1ère catégorie.
No. — Nombre.	No. — Nombre.	No — Nombre.	No. — Nombre.	No. — Nombre.	2e catégorie—PASSAGERS.
21,380	17,026	101,561	6,160	291,800	
Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	3E CATÉGORIE.
					Produits agricoles—
–	–	32	–	467,397	Orge.
–	5	–	–	7	Sarrasin.
17	–	4	–	52,060	Maïs.
171	21	–	–	291,032	Avoine.
–	–	39	–	84,849	Seigle.
–	–	–	–	23,002	Lin.
8	3	1	–	39	Pois.
19	–	2,011	–	1,861,299	Blé.
503	143	33	–	363,198	Farine.
733	816	34	–	18,624	Foin.
569	145	124	–	10,896	Autres produits de meunerie.
372	57	12	–	4,497	Fruits et légumes.
254	57	38	–	4,602	Pommes de terre.
2,646	1,247	2,328	–	3,181,502	Total.
					Produits des animaux—
327	17	165	91	1,295	Animaux vivants.
29	2	–	–	1,437	Volaille, gibier et poisson.
51	60	1	–	1,971	Viande abattue.
289	329	1	–	1,974	Autres produits des fabricants de conserves.
30	17	–	–	248	Peaux et cuir.
5	6	–	–	703	Laine.
2,267	1,896	21	–	7,895	Tous autres produits des animaux.
2,998	2,327	188	91	15,523	Total.
5,644	3,574	2,516	91	3,197,025	Grand total, de la 3e catégorie.
					4E CATÉGORIE.
					Manufactures—
127	130	35	–	9,298	Instruments aratoires.
773	863	514	–	9,936	Ciment, briques, chaux.
343	75	127	2	3,098	Meubles et objets mobiliers.
203	203	2	–	30,598	Fer en gueuse et en saumon.
1,696	1,212	1	2	70,473	Tous autres fer et acier.
725	428	62	6	256,980	Pétrole et autres huiles.
1,404	973	7	–	22,780	Sucre.
796	371	2	30	17,421	Sel.
1,630	1,271	23	–	5,880	Vins, liqueurs et bières.
10,858	6,658	1,724	228	402,742	Marchandises non énumérées.
18,555	12,184	2,497	268	829,206	Total. 4e catégorie.
					5E CATÉGORIE.
					Produits forestiers—
–	–	13,553	500	466,061	Bois à pulpe.
112,973	11,880	5,404	215	353,896	Bois de construction scié.
99	1,240	7,974	–	9,890	Bois équarri.
12	28	182	–	1,808	Bardeaux.
1,271	86	19,966	2,689	41,432	Autres bois.
114,355	13,234	47,079	3,404	873,087	Total, 5e catégorie.
					6E CATÉGORIE.
					Produits miniers—
1,040	4,175	45	–	401,383	Houille anthracite.
2,624	351	77	–	2,327,615	Houille bitumineuse.
–	–	–	–	4,201	Coke.
–	–	–	–	10,801	Minerai de cuivre.
–	–	–	–	1,890,619	Minerai de fer.
–	–	–	–	18,859	Autre minerai.
76,220	70,021	739	–	442,470	Sable, etc.
79,884	74,547	861	–	5,095,948	Total, 6e catégorie.
218,438	103,539	52,953	3,763	9,995,266	Grand total.

Total Freight through the Canadian Canals during 1918 and 1919.

Cargaisons transportées sur les canaux canadiens en 1918 et 1919.

—	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to United States Ports — De ports canadiens à ports des E.-U.		From United States to United States Ports — De ports des E.-U. à ports des E.-U.		From United States to Canadian Ports — De ports des E.-U. à ports canadiens		Tons — Tonnage		Tons — Tonnage	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Total	Canadian — Canada	United States — Etats-Unis
1918.	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Sault Ste. Marie	225,857	877,507	9,520	241,094	342,237	10,481,093	651,247	85,156	1,228,861	11,684,850	12,913,711	1,336,861	11,576,850
Welland	95,285	385,684	76,712	–	9,923	5,985	–	1,600,709	181,920	1,992,378	2,174,298	495,607	1,678,691
St. Lawrence	183,694	407,728	261,309	66,369	–	–	6,551	2,105,483	451,551	2,579,580	3,031,134	890,940	2,140,194
Chambly	2,897	11,833	247,826	–	–	–	–	106,630	250,723	118,463	369,186	262,556	106,630
St. Peter's	13,915	45,801	–	–	–	–	–	–	13,915	45,801	59,716	59,716	–
Murray	40,370	3,531	35	–	–	–	–	799	40,405	4,330	44,735	43,901	834
Ottawa	13,715	83,732	–	63,486	–	–	6,237	–	19,952	147,218	167,170	159,700	7,470
Rideau	34,564	19,572	–	–	–	–	–	–	34,564	19,572	54,136	50,663	3,473
Trent	16,796	48,097	–	–	–	–	–	–	16,796	48,097	64,893	64,893	–
St. Andrews	4,626	14	–	–	–	–	–	–	4,626	14	4,640	4,640	–
Grand Total	631,719	1,883,499	595,402	370,949	352,160	10,487,078	664,035	3,898,777	2,243,316	16,640,303	18,883,619	3,369,477	15,514,142
1919.													
Sault Ste. Marie	261,443	1,308,516	1,054	50,820	83,855	2,168,683	234,328	29,386	580,680	3,557,405	4,138,085	1,606,311	2,531,774
Welland	175,593	923,020	–	–	12,870	5,766	–	1,053,530	188,463	1,982,316	2,170,779	1,079,087	1,091,692
St. Lawrence	213,297	1,013,698	289,668	23,738	200	–	5,428	1,345,590	508,593	2,383,026	2,891,619	1,498,322	1,393,297
Chambly	4,698	10,579	123,158	–	–	–	–	104,526	127,856	115,105	242,961	138,420	104,541
St. Peter's	16,661	48,218	–	–	–	–	–	–	16,661	48,218	64,879	64,879	–
Murray	104,948	2,634	–	–	–	–	668	–	105,616	2,634	108,250	107,547	703
Ottawa	15,145	176,735	–	23,298	–	–	3,260	–	18,405	200,033	218,438	215,178	3,260
Rideau	66,914	32,560	30	–	–	–	–	4,035	66,944	36,595	103,539	99,371	4,168
Trent	22,261	30,692	–	–	–	–	–	–	22,261	30,692	52,953	52,953	–
St. Andrews	3,427	336	–	–	–	–	–	–	3,427	336	3,763	3,763	–
Grand Total	884,387	3,546,988	413,910	97,856	96,925	2,174,449	243,684	2,537,067	1,638,906	8,356,360	9,995,266	4,865,831	5,129,435

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal.

Tonnage des navires et des cargaisons ayant franchi le canal du Sault Ste. Marie.

Years — Année.	Canadian Vessels — Navires canadiens		United States Vessels — Navires des E.-U.		Total No. — Nombre total	Vessel Tonnage — Tonnage total	Freight Tonnage — Tonnage des cargaisons			Lockages — Passages d'écluses	Days Open — Jours d'ouverture	Remarks. — Observations
	No. — Nombre	Tonnage — Tonnage	No. — Nombre	Tonnage — Tonnage			Canadian — Canadiennes	United States — Etats-Unis	Total — Total	No. — Nombre	No. — Nombre	
1895	609	126,534	583	623,092	1,192	749,626	–	–	595,837	699	87	Canal first opened Sept. 9, 1895—L'inauguration du canal eut lieu le 9 sept. 1895.
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156	–	–	4,577,399	3,042	218	
1897	1,909	405,546	2,359	3,391,936	4,268	3,797,482	–	–	4,947,065	2,604	238	
1898	1,811	403,931	1,864	2,353,699	3,675	2,757,630	–	–	3,055,387	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009	–	–	3,006,664	2,610	239	
1900	1,790	577,310	1,291	1,617,438	2,081	2,194,748	–	–	2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748	–	–	2,820,394	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302	–	–	4,729,268	3,418	264	
1903	2,711	1,615,939	1,640	3,146,897	4,351	4,762,746	–	–	5,511,868	3,242	256	
1904	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705	–	–	5,030,705	3,022	241	
1905	3,970	1,803,299	1,692	2,734,349	5,662	5,537,637	–	–	5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124	–	–	6,574,039	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	5,349	12,115,969	–	–	15,588,165	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759.216	3,667	235	Origin of cargo first shown—Commencement des statistiques sur l'origine de la cargaison.
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5,046	240	
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	2,345,619	33,050,068	36,395,687	6,110	248	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	30,951,709	6,802	236	
1912	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	35,579,293	39,669,655	6,200	240	
1913	3,279	3,793,434	5,006	22,181,007	8,285	25,974,441	4,954,734	37,744,590	42,699,324	6,266	246	
1914	3,011	3,473,292	2,966	13,827,870	6,977	17,301,162	3,609,747	23,989,437	27,599,184	4,712	239	
1915	3,000	3,041,003	1,331	5,443,812	4,331	8,484,815	2,561,734	5,189,223	7,750,957	4,374	248	
1916	4,595	4,089,937	2,094	8,703,187	6,689	12,793,124	4,155,911	12,657,738	16,813,649	4,777	245	
1917	3,199	3,182,960	2,138	8,712,604	5,337	11,895,564	2,875,590	12,571,503	15,447,092	4,142	237	
1918	3,067	2,436,500	1,992	7,594,042	5,059	10,030,542	1,336,861	11,576,850	12,913,711	4,034	241	
1919	3,140	2,817,096	929	3,671,634	4,069	6,488,730	1,606,311	2,521,774	4,138,085	3,174	247	

The decrease in 1919 in the number of American vessels, and in the American freight was due to the shortage of coal, labour troubles at the mines and at the steel plants.
American vessels totalling over 319,000 registered tons were removed from the Great Lakes during the season.
See page 23.

Decrease from 1918 in iron ore was 8,211,866 tons and in coal 661,473 tons.
La diminution constatée en 1919 dans le nombre des bateaux américains et dans le volume du fret américain est la conséquence de la disette de charbon et des grèves qui ont affecté les mines et les usines métallurgiques.
La flotte américaine des grands lacs a été réduite de plus de 319,000 tonnes enregistrées, durant la saison. Voir page 23.
Comparé à 1918, le minerai de fer a déeru de 8,211,866 tonnes et la houille de 661,473 tonnes.

United States Coal Destined to Canadian Ports through Chambly, Rideau, St. Lawrence, and Welland Canals, and the Canadian and American Canals at Sault Ste. Marie, during 1919.

Charbon des Etats-Unis destiné aux ports canadiens, ayant passé par les canaux Chambly, Rideau, St-Laurent, Welland et Sault Ste-Marie (canadien et américain) durant 1919.

Canals. — Canaux	Carried in Canadian Bottoms — Transporté par batellerie canadienne	Carried in United States Bottoms — Transporté par batellerie des Etats-Unis	Total.	Per cent in Canadian Bottoms — Pourcentage de la batellerie canadienne	Per cent in United States Bottoms — Pourcentage de la batellerie des Etats-Unis
	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes		
Chambly	–	95,641	95,641	–	100·00
Rideau	4,168	–	4,168	100·00	–
St. Lawrence	218,590	81,636	300,226	72·81	27·19
Welland	702,728	280,497	983,225	71·47	28·53
Sault Ste. Marie, Canadian	153,400	74,173	227,573	67·41	32·59
Sault Ste. Marie, United States	398,500	2,083,942	2,482,442	16·05	83·95
Total	1,477,386	2,615,889	4,093,275	36·09	63·91

Total Freight through the Welland Canal in 1919, carried in Canadian and in United States Bottoms.

Volume du fret passé par le canal Welland en 1919, transporté par la batellerie canadienne et par la batellerie des Etats-Unis.

Commodity — Cargaisons	Tons carried in Canadian Bottoms — Batellerie canadienne. Tonnes	Tons carried in United States Bottoms — Batellerie des Etats-Unis, Tonnes	Total tons — Total, tonnes
Barley—Orge	135,031	–	135,031
Corn—Maïs	10,999	15,726	26,725
Oats—Avoine	46,748	–	46,748
Rye—Seigle	3,208	–	3,208
Flax—Lin	1,820	–	1,820
Wheat—Blé	533,854	13,569	547,423
Flour—Farine	1,600	15,894	17,494
Dressed Mears—Viande abattue	–	895	895
Agricultural implements—Instruments aratoires	7,845	–	7,845
Iron, pig and bloom—Fer en gueuse et en saumon	9,276	–	9,276
Iron and steel—Fer et acier	18,338	2,100	20,438
Petroleum—Pétrole	147,449	–	147,449
Wines, etc.—Vins, etc	30	–	30
Merchandise—Marchandises diverses	52,531	1,238	53,769
Pulpwood—Bois à pulpe	81,120	5,377	86,497
Sawed lumber—Bois de construction scié	–	5,185	5,185
Coal (hard and soft)—Houille, anthracite et bitumineuse	702,728	283,518	986,246
Other ores—Autres minerais	–	10,870	10,870
Sand and stone—Sable et pierre	–	63,830	63,830
Total	1,752,577	418,202	2,170,779

Per cent of total in Canadian Bottoms—Pourcentage du total transporté par la batellerie canadienne ..... 80·73
Per cent of total in United States Bottoms—Pourcentage du total transporté par la batellerie des Etats-Unis. 19·27

Total Canadian Wheat through the Canadian and American Canals at Sault Ste. Marie.

Blé canadien transporté sur les canaux canadien et américain du Sault Ste. Marie.

—	Canadian Canal — Canal canadien	United States Canal — Canal des Etats-Unis	Total
	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
1913	101,066,133	40,660,766	141,726,899
1914	77,467,833	17,564,233	95,032,066
1915	48,727,911	121,389,950	170,117,861
1916	82,807,342	102,196,325	185,003,667
1917	60,551,243	98,023,019	158,574,262
1918	19,987,255	42,312,016	62,299,271
1919	21,060,989	70,513,847	91,574,836

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Total Canadian Wheat through the Canadian and American Canals at Sault Ste. Marie—Showing destination.

Blé canadien transporté sur les canaux canadien et américain du Sault Ste. Marie, avec indication de sa destination.

To— / Pour—	Montreal / Montréal	Georgian Bay / Baie Georgienne	Other Canadian Ports / Autres ports canadiens	Buffalo / Buffalo	Total
	Bushels / Boisseaux	Bushels / Boisseaux	Bushels / Boisseaux	Bushels / Boisseaux	Bushels / Boisseaux
1913	15,186,632	26,054,001	28,973,333	71,512,933	141,726,899
1914	10,283,166	24,864,467	34,350,699	25,533,734	95,032,066
1915	4,025,010	25,315,999	33,067,613	107,709,239	170,117,861
1916	1,686,482	48,007,361	28,029,847	107,279,977	185,003,667
1917	1,280,170	52,453,042	31,369,487	73,471,563	158,574,262
1918	728,500	38,774,391	20,638,204	2,158,176	62,299,271
1919	563,003	53,793,931	33,090,288	4,127,614	91,574,836

"Other Canadian Ports" refers chiefly to Port Colborne and Goderich, for details see page 17.
«Autres ports canadiens » se rapporte principalement à Port Colborne et Goderich. Pour détails, voir page 17.

Canadian Grain and Flour from Fort William, Port Arthur through the Canals at Sault Ste. Marie, during 1919.

Grain et farine canadiens expédiés de Fort William et Port Arthur et ayant passé par les canaux du Sault Ste. Marie en 1919.

—	Canadian Canal / Canal canadien	American Canal / Canal américain	Total
	Bushels / Boisseaux	Bushels / Boisseaux	Bushels / Boisseaux
Wheat—Blé	21,060,989	70,513,847	91,574,836
Oats—Avoine	11,149,582	5,151,271	16,300,853
Barley—Orge	7,300,677	5,573,200	12,873,877
Rye—Seigle	660,005	100,000	760,005
Flax—Lin	592,650	245,392	838,042
*Flour—Farine	11,131,650	1,785,510	12,917,160
Total	51,895,553	83,369,220	135,264,773

*2,473,700 barrels of Canadian flour went through the Canadian Canal, and 396,780 barrels through the American Canal, making an aggregate of 2,870,480 barrels equivalent to 12,917,160 bushels of Wheat at 4½ bushels to a barrel.
*2,473,700 barils de farine canadienne ont passé par le canal canadien et 396,780 barils par le canal américain, soit au total 2,870,480 barils, équivalant à 12,917,160 boisseaux de blé, à raison de 4½ boisseaux au baril.

Canadian Grain and Flour passing through the Canadian and American canals at Sault Ste. Marie in 1919.

Grain et farine canadiens ayant passé par les canaux canadien et américain du Sault Ste-Marie en 1919.

—	Percentage in Canadian bottoms / Pourcentage de la batellerie canadienne	Percentage in United States bottoms / Pourcentage de la batellerie des Etats-Unis
Barley—Orge	89·65	10·35
Oats—Avoine	85·94	14·06
Flax—Lin	70·72	29·28
Rye—Seigle	100·00	–
Wheat—Blé	95·55	4·45
Flour—Farine	100·00	–
Total (tons—tonnes)	94·54	5·46

Items were reduced to tons to get percentages for the total.
Pour l'obtention de ces pourcentages, le volume a été réduit en tonnes.

Canadian Wheat through the Sault

Blé canadien ayant passé par les

1919	April — Avril	May — Mai	June — Juin	July — Juillet	August — Août
Canadian Canal	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
Fort William—Port Arthur to Montreal	43,000	28,666	–	184,270	27,567
" " " Georgian Bay	1,438,200	2,601,000	281,987	65,000	286,434
" " " Other Canadian Ports	140,000	2,918,350	2,344,750	799,169	754,000
" " " Buffalo	–	–	–	65,000	–
Total	1,621,200	5,548,016	2,626,735	1,113,439	1,068,001
American Canal					
Fort William-Port Arthur to Montreal	–	–	–	–	–
" " Georgian Bay	5,559,055	10,002,971	1,127,000	64,074	–
" " Other Canadian Ports	1,618,000	2,527,000	1,495,000	990,019	393,900
" " Buffalo	–	2,726,169	–	–	5,000
Total	7,177,055	15,256,140	2,622,000	1,054,093	398,900
Canadian and American Canals					
Fort William-Port Arthur,to Montreal	43,000	28,666	–	184,270	27,567
" " Georgian Bay	6,997,255	12,603,971	1,408,985	129,074	286,434
" " Other Canadian Ports	1,758,000	5,445,350	3,839,750	1,789,188	1,147,900
" " Buffalo	–	2,726,169	–	65,000	5,000
Grand Total	8,798,255	20,804,156	5,248,735	2,167,532	1,466,901

Canadian Oats through the Sault

Avoine canadienne ayant passé par les

1919.	April — Avril	May — Mai	June — Juin	July — Juillet	August — Août
Canadian Canal	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
Fort William—Port Arthur to Montreal	52,941	154,500	109,000	297,000	328,500
" " Georgian Bay	–	129 000	243,075	615,000	60,647
" " Other Canadian Ports	–	505,764	272,882	419,058	1,427,637
" " Buffalo	–	–	418,751	624,000	–
Total	52,941	789,264	1,043,708	1,955,058	1,816,784
American Canal.					
Fort William—Port Arthur to Montreal	–	–	–	–	–
" " Georgian Bay	50,500	412,083	129,000	150,000	–
" " Other Canadian Ports	–	63,125	7,570	1,765	80,000
" " Buffalo	–	–	–	300,000	97,000
Total	50,500	475,208	136,570	451,765	177,000
Canadian and American Canals					
Fort William—Port Arthur to Montreal	52,941	154,500	109,000	297,000	328,500
" " Georgian Bay	50,500	541,083	372,075	765,000	60,647
" " Other Canadian Ports	–	568,889	280,452	420,823	1,507,637
" " Buffalo	–	–	418,751	924,000	97,000
Grand Total	103,441	1,264,472	1,180,278	2,406,823	1,993,784

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Ste. Marie Canals, during 1919.

canaux du Sault Ste-Marie en 1919.

September — Septembre	October — Octobre	November — Novembre	December — Décembre	Total	1919
Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	
					CANAL CANADIEN
48,500	–	231,000	–	563,003	Fort William—Port Arthur à Montréal.
1,127,398	1,804,000	654,000	349,600	8,607,617	" " la Baie Georgienne.
1,563,200	1,379,200	1,441,700	485,000	11,825,369	" " d'autres ports canadiens.
–	–	–	–	65,000	" " Buffalo.
2,739,098	3,183,200	2,326,700	834,600	21,060,989	Total.
					CANAL AMÉRICAIN
–	–	–	–	–	Fort William—Port Arthur à Montréal.
3,863,100	12,652,053	8,288,061	3,630,000	45,186,314	" " la Baie Georgienne.
3,035,000	5,240,000	4,411,000	1,555,000	21,264,919	" " d'autres ports canadiens.
–	–	–	1,331,445	4,062,614	" " Buffalo.
6,898,100	17,892,053	12,699,061	6,516,445	70,513,847	Total.
					CANAUX CANADIEN ET AMÉRICAIN
48,500	–	231,000	–	563,003	Fort William—Port Arthur à Montréal.
4,990,498	14,456,053	8,942,061	3,979,600	53,793,931	" " la Baie Georgienne.
4,598,200	6,619,200	5,852,700	2,040,000	33,090,288	" " d'autres ports canadiens.
–	–	–	1,331,445	4,127,614	" " " Buffalo.
9,637,198	21,075,253	15,025,761	7,351,045	91,574,836	Grand total.

Ste. Marie Canals during 1919.

canaux du Sault Ste-Marie en 1919.

September — Septembre	October — Octobre	November — Novembre	December — Décembre	Total	1919
Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	
					CANAL CANADIEN
352,008	383,000	197,000	106,000	1,979,949	Fort William—Port Arthur à Montréal.
239,118	739,707	1,545,000	520,000	4,091,547	" " la Baie Georgienne.
598,059	457,000	299,935	–	3,980,335	" " d'autres ports canadiens.
–	–	–	55,000	1,097,751	" " Buffalo.
1,189,185	1,579,707	2,041,935	681,000	11,149,582	Total.
					CANAL AMÉRICAIN.
–	63,000	–	–	63,000	Fort William—Port Arthur à Montréal.
70,000	60,000	873,228	301,500	2,046,311	" " la Baie Georgienne.
–	317,500	–	112,000	581,960	" " d'autres ports canadiens.
–	–	1,110,000	953,000	2,460,000	" " Buffalo.
70,000	440,500	1,983,228	1,366,500	5,151,271	Total.
					CANAUX CANADIEN ET AMÉRICAIN.
352,008	446,000	197,000	106,000	2,042,949	Fort William—Port Arthur à Montréal.
309,118	799,707	2,418,228	821,500	6,137,858	" " la Baie Georgienne.
598,059	774,500	299,935	112,000	4,562,295	" " d'autres ports canadiens.
–	–	1,110,000	1,008,000	3,557,751	" " Buffalo.
1,189,185	2,020,207	4,025,163	2,047,500	16,300,853	Grand total.

Canadian Barley through the Sault

Orge canadienne passée par les canaux

1919	April — Avril	May — Mai	June — Juin	July — Juillet	August — Août
Canadian Canal	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux
Fort William—Port Arthur to Montreal	17,000	284,110	320,333	241,750	272,633
" " Georgian Bay	-	457,000	730,000	145,000	314,000
" " Other Canadian Ports	-	240,000	397,166	617,000	505,000
" " Buffalo	-	-	-	-	-
Total	17,000	981,110	1,420,499	1,003,750	1,091,633
American Canal					
Fort William—Port Arthur to Montreal	-	-	-	-	-
" " Georgian Bay	-	1,091,000	276,000	-	-
" " Other Canadian Ports	283,000	1,096,208	175,000	-	541,900
" " Buffalo	802,000	-	-	-	65,492
Total	1,085,000	2,187,208	451,000	-	606,492
Canadian and American Canals					
Fort William—Port Arthur to Montreal	17,000	284,110	320,333	241,750	272,633
" " Georgian Bay	-	1,548,000	979,000	145,000	314,000
" " Other Canadian Ports	283,000	1,326,208	572,166	617,000	1,046,000
" " Buffalo	802,000	-	-	-	65,492
Grand Total	1,102,000	3,168,318	1,891,499	1,003,750	1,698,125

Canadian Traffic through the American

Trafic canadien par le canal américain

Commodity.	April — Avril	May — Mai	June — Juin	July — Juillet	August — Août
	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Barley	26,040	50,493	10,824	-	14,656
Oats	808	7,603	2,821	7,228	2,832
Rye	-	-	-	3,000	-
Flax	-	-	-	-	1,383
Wheat	215,311	457,685	78,660	31,623	11,967
Flour	-	8,658	1,166	7,346	9,607
Merchandise	-	7,003	2,202	2,322	2,604
Oils	8,591	14,000	8,030	7,895	8,194
Pulp wood and Lumber	-	12,960	9,924	23,810	13,956
Ores	-	-	-	9,600	11,536
	250,750	558,402	113,627	92,824	76,735

Percentage of grain and flour—Pourcentage du grain et de la farine, 90·93.
Percentage of other traffic—Pourcentage des autres produits, 9·17.

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Ste. Marie Canals during 1919.

du Sault Ste-Marie en 1919.

September — Septembre	October — Octobre	Novembre — Novembre	Decembre — Décembre	Total	1919
Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	Bushels — Boisseaux	CANAL CANADIEN
206,408	350,667	63,602	–	1,756,503	Fort William—Port Arthur à Montréal.
199,000	439,263	1,132,745	70,000	3,460,008	" " la Baie Georgienne.
45,000	80,000	–	–	1,884,166	" " d'autres ports canadiens.
–	–	–	200,000	200,000	" " Buffalo.
450,408	869,930	1,196,347	270,000	7,300,677	Total.
					CANAL AMÉRICAIN.
–	8,500	–	–	8,500	Fort William—Port Arthur à Montréal.
–	173,000	113,000	632,000	2,285,000	" " la Baie Georgienne.
60,000	–	–	–	2,155,208	" " d'autres ports canadiens.
–	–	–	257,000	1,124,492	" " Buffalo.
60,000	181,500	113,000	889,000	5,573,200	Total.
					CANAUX CANADIEN ET AMÉRICAIN.
206,408	359,167	63,602	–	1,765,003	Fort William—Port Arthur à Montréal.
199,000	612,263	1,245,745	702,000	5,745,008	" " la Baie Georgienne.
105,000	80,000	–	–	4,039,374	" " d'autres ports canadiens.
–	–	–	457,000	1,324,492	" " Buffalo.
510,408	1,051,430	1,309,347	1,159,000	12,873,877	Grand total.

canal at Sault Ste. Marie during 1919.

du Sault Ste-Marie en 1919.

September — Septembre	October — Octobre	November — Novembre	December — Décembre	Total	Produits
Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	
1,440	4,356	2,712	21,328	131,849	Orge.
1,120	7,048	31,732	21,864	83,056	Avoine.
–	–	–	–	3,000	Seigle.
–	–	2,688	2,800	6,871	Lin.
206,943	436,762	372,091	195,493	2,006,535	Blé.
1,443	5,486	–	2,079	35,785	Farine.
634	3,349	–	–	18,114	Mrrchandises diverses.
17,940	12,617	7,455	–	84,722	Huiles.
17,682	4,404	4,314	–	87,050	Bois à pulpe et bois de construction.
–	11,200	6,720	–	39,056	Minerais.
247,202	485,222	427,712	243,564	2,496,038	

Freight Rates by Water on Wheat from Fort William and Port Arthur.

Tarifs des transports par eau sur le blé expédié de Fort William et Port Arthur.

	1916	1917	1918	1919
Fort William and Port Arthur to Montreal—Fort William et Port Arthur à Montréal—				
Per ton per mile—Par tonne et par mille	0·205 cent.	0·265 cent.	0·309 cent.	0·292 cent.
Per bushel—Par boisseau	7·55 "	9·78 "	11·39 "	10·76 "
Per ton—Par tonne	$2·52	$3·26	$3·80	$3·58
Fort William and Port Arthur to Georgian Bay—Fort William et Port Arthur à la Baie Georgienne—				
Per ton per mile—Par tonne et par mille	0·264 cent.	0·270 cent.	0·277 cent.	0·203 cent.
Per bushel—Par boisseau	4·10 "	4·25 "	4·32 "	3·15 "
Per ton—Par tonne	$1·37	$1·42	$1·44	$1·05
Fort William and Port Arthur to Other Canadian Ports*—Fort William et Port Arthur à autres ports canadiens—				
Per ton per mile—Par tonne et par mille	0·169 cent.	0·185 cent.	0·205 cent.	0·150 cent.
Per bushel—Par boisseau	3·68 "	4·18 "	4·48 "	3·46 "
Per ton—Par tonne	$1·22	$1·39	$1·49	$1·15
Fort William and Port Arthur to Buffalo—Fort William et Port Arthur à Buffalo—				
Per ton per mile—Par tonne et par mille	0·159 cent.	0·196 cent.	0·158 cent.	0·143 cent.
Per bushel—Par boisseau	4·27 "	5·00 "	4·11 "	3·73 "
Per ton—Par tonne	$1·42	$1·67	$1·37	$1·24

*Principally Port Colborne—*Principalement Port Colborne.

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Freight Rates by Water on Wheat from Fort William and Port Arthur during 1918 and 1919

Tarifs des transports par eau sur le blé expédié de Fort William et Port Arthur en 1918 et 1919.

	1918			1919		
	Average rate per bushel — Moyenne par boisseau	Average rate per ton — Moyenne par tonne	Average rate per ton per mile — Moyenne par tonne et par mille	Average rate per bushel — Mayenne par boisseau	Average rate per ton — Moyenne par tonne	Average rate per ton per mile — Moyenne par tonne et par mille
	cents	$	cents.	certs	$	cents
Fort William-Port Arthur to Montreal—Ft. William-Port Arthur à Montréal—						
April—Avril	–	–	–	12·00	4 00	0·325
May—Mai	10·50	3 49	0·284	11·50	3·83	0·312
June—Juin	10·50	3 50	0·284	–	–	–
July—Juillet	10·50	3 50	0·284	9·89	3 29	0·269
August—Août	11·359	3 78	0·308	10·50	3 50	0·285
September—Septembre	12·50	4 16	0·339	11·00	3 67	0·298
October—Octobre	12·50	4 17	0·339	–	–	–
November—Novembre	12·50	4 17	0·339	11·10	3 70	0·301
December—Décembre	–	–	–	–	–	–
Average—Moyenne	11·39	3 80	0·309	10·76	3 58	0·292
Fort William-Port Arthur to Georgian Bay—Ft. William-Pt.Arthur à la Baie Georgienne						
April—Avril	5·04	1 68	0·305	3·50	1·17	0·225
May—Mai	3·61	1 20	0·234	3·07	1·02	0·196
June—Juin	3·50	1 17	0·226	3·00	1·00	0·195
July—Juillet	3·50	1 17	0·226	2·34	0·78	0·152
August—Août	3·50	1 16	0·226	2·36	0·78	0·153
September—Septembre	4·00	1 33	0·259	2·93	0·97	0·191
October—Octobre	3·99	1 33	0·256	3·00	1·00	0·194
November—Novembre	4·11	1 37	0·266	3·00	1·00	0·196
December—Décembre	5·38	1 79	0·348	5·15	1·72	0·334
Average—Moyenne	4·32	1 44	0·277	3·15	1·05	0·203
Fort William-Port Arthur to Other Canadian Ports—Ft. William-Pt. Arthur à autres ports canadiens—						
April—Avril	5·50	1 83	0·228	3·95	1 32	0·161
May—Mai	3·50	1 16	0·173	3·31	1 10	0·164
June—Juin	3·67	1 22	0·185	3·02	1 01	0·136
July—Juillet	3·72	1 24	0·188	2·57	0 86	0·104
August—Août	3·64	1 21	0·201	3·43	1 14	0·142
September—Septembre	4·19	1 40	0·211	3·41	1·14	0·153
October—Octobre	4·27	1 42	0·206	3·41	1 14	0·144
November—Novembre	4·11	1 37	0·168	3·31	1 10	0·129
December—Décembre	5·78	1 93	0·266	5·60	1 87	0·293
Average—Moyenne	4·48	1 49	0·205	3·46	1 15	0·150
Fort William-Port Arthur to Buffalo—Ft. William-Pt. Arthur à Buffalo						
April—Avril	4·00	1 33	0·154	–	–	–
May—Mai	4·00	1 33	0·154	3·50	1 17	0·135
June—Juin	4·00	1 33	0·154	–	–	–
July—Juillet	4·00	1 33	0·154	3·00	1 00	0·115
August—Août	–	–	–	3·50	1 17	0·135
September—Septembre	–	–	–	–	–	–
October—Octobre	–	–	–	–	–	–
November—Novembre	6·00	2 00	*0·330	–	–	–
December—Décembre	–	–	–	6·00	2 00	0·231
Average—Moyenne	4·11	1 37	0·158	3·73	1 24	0·143

*To Detroit instead of Buffalo—A Détroit, au lieu de Buffalo.

Vessel and Freight Tonnage passed through the Welland Canal.

Tonnage des navires et des cargaisons ayant passé par le Canal Welland.

Years. — Années.	Canadian Vessels. — Batellerie canadienne		U. S. Vessels. — Batellerie des E.-U.		Total No. — Nombre total.	Vessel Tonnage. — Tonnage des navires.	Freight Tonnage. — Tonnage des cargaisons.		
	No. — Nombre.	Tonnage.	No. — Nombre.	Tonnage.			Canadian. — Canadiennes.	United Sta. — Des E.-U.	Total.
1890	2135	615,821	748	506,648	2883	1,122,469	.....	.....	1,016,165
1891	1788	527,892	806	682,264	2594	1,110,156	.....	.....	975,013
1892	1818	592,078	797	600,223	2615	1,192,301	.....	.....	955,554
1893	1468	493,595	1375	994,148	2843	1,487,743	.....	.....	1,294,823
1894	1473	564,035	939	688,910	2412	1,252,945	.....	.....	1,008,221
1895	1513	518,627	709	549,746	2222	1,068,373	.....	.....	869,595
1896	1676	593,341	1090	860,106	2766	1,453,447	.....	.....	1,279,987
1897	1588	589,127	1137	943,134	2725	1,532,261	.....	.....	1,274,292
1898	1325	518,578	1059	894,309	2384	1,412,887	.....	.....	1,140,077
1899	1679	559,300	523	501,373	2202	1,060,673	.....	.....	789,770
1900	1765	575,381	634	437,431	2399	1,012,812	.....	.....	719,360
1901	1101	413,597	446	391,983	1547	805,580	.....	.....	620,209
1902	1011	393,357	557	432,366	1568	825,723	.....	.....	665,387
1903	955	465,296	832	571,700	1787	1,036,996	.....	.....	1,002,919
1904	799	435,049	634	416,964	1433	852,013	.....	.....	811,371
1905	768	479,389	827	622,106	1595	1,101,495	.....	.....	1,092,050
1906	866	602,876	670	647,152	1536	1,250,028	.....	.....	1,201,967
1907	1127	753,713	855	830,000	1982	1,583,713	.....	.....	1,614,132
1908	1531	992,237	820	670,934	2351	1,663,171	776,245	927,208	1,703,453*
1909	1724	1,185,974	709	677,884	2433	1,863,858	1,050,241	975,716	2,025,951
1910	1852	1,461,499	692	687,018	2544	2,148,517	1,196,946	1,129,344	2,326,290
1911	1664	1,541,548	816	755,631	2480	2,297,179	1,296,480	1,241,149	2,537,629
1912	1946	1,814,965	959	864,535	2905	2,679,500	1,553,116	1,298,799	2,851,915
1913	2411	2,376,778	818	787,752	3229	3,154,530	2,093,406	1,477,308	3,570,714
1914	2902	2,878,483	790	757,212	3692	3,635,695	2,013,619	1,847,350	3,860,969
1915	2126	2,032,348	796	822,847	2922	2,855,195	1,426,256	1,634,756	3,061,012
1916	2092	1,794,722	847	718,897	2939	2,513,619	1,054,480	1,490,484	2,544,964
1917	2554	2,284,873	697	491,388	3251	2,776,261	981,914	1,508,628	2,490,542
1918	2088	1,760,301	1104	835,088	3192	2,595,389	495,607	1,678,691	2,174,298
1919	2344	1,924,419	869	691,595	3213	2,616,014	1,079,087	1,091,692	2,170,779

*Origin of cargo first shown. Début des statistiques d'origine.

Table 1.—Total Number, Tonnage and Nationality of Vessels passed through the Canadian Canals during 1919.

Tableau 1.—Nombre, tonnage et pavillon des navires en circulation sur les canaux canadiens en 1919.

Vessels — Navires	Total Number — Nombre total	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to United States Ports — De ports canadiens à ports des Etats-Unis		From United States to United States Ports — De ports des Etats-Unis à ports des Etats-Unis		From United States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnage		Total Tons — Tonnage total
		Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	
CANADIAN VESSELS—NAVIRES CANADIENS												
Steam and Sail—A vapeur et à voiles.												
Sault Ste. Marie	3,140	1,602,583	1,005,755	20,831	93,774	12,482	–	72,033	9,638	1,707,929	1,109,167	2,817,096
Welland	2,344	434,586	489,606	486,394	923	27,430	–	5,929	479,551	954,339	970,080	1,924,419
St. Lawrence	5,882	881,238	963,695	637,440	834	5,373	1,593	1,913	615,687	1,525,964	1,581,809	3,107,773
Chambly	383	28,449	26,951	6,174	–	–	–	99	3,928	34,722	30,882	65,604
St. Peter's	1,155	39,812	38,600	–	–	–	–	–	–	39,812	38,600	78,412
Murray	586	80,519	70,952	96	270	10	–	434	329	81,059	71,551	152,610
Ottawa	1,642	137,725	146,381	–	1,197	–	–	786	–	138,511	147,578	286,089
Rideau	1,833	59,817	61,726	253	–	–	–	–	780	60,070	62,506	122,576
Trent	3,594	79,664	76,231	–	–	–	–	–	–	79,664	76,231	155,895
St. Andrews	123	14,148	11,351	–	–	–	–	–	–	14,148	11,351	25,499
Total Canadian—Total, navires canadiens	20,682	3,358,541	2,891,251	1,151,188	96,998	45,295	1,593	81,194	1,109,913	4,636,218	4,099,755	8,735,973
UNITED STATES VESSELS—NAVIRES DES ETATS-UNIS.												
Steam and Sail—A vapeur et à voiles.												
Sault Ste. Marie	929	10,799	2,585	42,101	107,154	2,354,099	1,094,657	52,559	7,680	2,459,558	1,212,076	3,671,634
Welland	869	30,778	33,951	87,851	–	40,520	38,264	2,071	458,160	161,220	530,375	691,595
St. Lawrence	1,066	13,566	15,889	202,118	8,726	3,054	19,108	5,756	500,955	224,494	544,678	769,172
Chambly	1,040	107	990	51,963	306	99	–	–	54,140	52,169	55,436	107,605
St. Peter's	17	1,054	368	–	50	–	–	50	–	1,104	418	1,522
Murray	21	–	–	351	1,976	28	30	15	24	404	2,030	2,434
Ottawa	148	2,818	1,016	–	7,138	–	–	3,949	98	6,767	8,252	15,019
Rideau	2	96	96	–	–	–	–	–	–	96	96	192
Trent	–	–	–	–	–	–	–	–	–	–	–	–
St. Andrews	–	–	–	–	–	–	–	–	–	–	–	–
Total United States—Total, navires des Etats-Unis.	4,092	59,218	54,895	384,384	125,350	2,397,810	1,152,059	64,400	1,021,057	2,905,812	2,353,361	5,259,173
Grand Total, Canadian and United States—Grand total, navires canadiens et des Etats-Unis	24,774	3,417,759	2,946,146	1,535,572	222,348	2,443,105	1,153,652	145,594	2,130,970	7,542,030	6,453,116	13,995,146

Table 2.—Total Number, Tonnage and Nationality of Vessels passed through the Canadian Canals during 1919.

Tableau 2.—Nombre, tonnage et pavillon des navires en circulation sur les canaux canadiens en 1919.

Canadian American Steam-Sail—Canadiens et américains—à vapeur et à voiles.

Vessels — Navires	Total Number — Nombre total	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to United States Ports — De ports canadiens à ports canadiens Etats-Unis		From United States to United States Ports — De ports des Etats-Unis à ports des Etats-Unis		From United States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnage		Total Tons — Tonnage total
		Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	
Sault Ste. Marie Canal—Canal du Sault Ste. Marie.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	2,807	1,562,363	971,486	20,831	93,774	12,482	–	71,390	9,638	1,667,066	1,074,898	2,741,964
Canadian Vessels, Sail—Navires canadiens, à voiles	333	40,220	34,269	–	–	–	–	643	–	40,863	34,269	75,132
Total Canadian—Total, batellerie canadienne	3,140	1,602,583	1,005,755	20,831	93,774	12,482	–	72,033	9,638	1,707,929	1,109,167	2,817,096
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	890	8,881	1,572	42,101	106,947	2,350,198	1,092,373	50,356	7,680	2,451,536	1,208,572	3,660,108
United States Vessesl, Sail—Navires des Etats-Unis, à voiles	39	1,918	1,013	–	207	3,901	2,284	2,203	–	8,022	3,504	11,526
Total United States—Total, batellerie des Etats-Unis	929	10,799	2,585	42,101	107,154	2,354,099	1,094,657	52,559	7,680	2,459,558	1,212,076	3,671,634
Grand total, Sault Ste. Marie Canal—Grand total, canal du Sault Ste-Marie	4,069	1,613,382	1,008,340	62,932	200,928	2,366,581	1,094,657	124,592	17,318	4,167,487	2,321,243	6,488,730
Welland Canal—Canal Welland.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	2,038	373,084	414,112	458,670	923	25,788	–	3,564	414,051	861,106	859,086	1,720,192
Canadian Vessels, Sail—Navires canadiens, à voiles	306	61,502	75,491	27,724	–	1,642	–	2,365	35,500	93,233	110,994	204,227
Total Canadian—Total, batellerie canadienne	2,344	434,586	489,606	486,394	923	27,430	–	5,929	479,551	954,339	970,080	1,924,419
United States Vessels, Steam, —Navires des Etats-Unis à vapeur	853	30,778	33,951	85,704	–	39,953	36,892	2,071	455,039	158,506	525,882	684,388
United States Vessels, Sail—Navires des Etats-Unis, à voiles	16	–	–	2,147	–	567	1,372	–	3,121	2,714	4,493	7,207
Total United States—Total, batellerie des Etats-Unis	869	30,778	33,951	87,851	–	40,520	38,264	2,071	458,160	161,220	530,375	691,595
Grand Total Welland Canal—Grand total, canal Welland	3,213	465,364	523,557	574,245	923	67,950	38,264	8,000	937,711	1,115,559	1,500,455	2,616,014

St. Lawrence Canals—Canaux du St-Laurent.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	3,910	653,702	735,821	538,841	590	5,373	715	1,766	516,568	1,199,682	1,253,694	2,453,376
Canadian Vessels, Sail—Navires canadiens, à voiles	1,972	227,536	227,874	98,599	244	–	878	147	99,119	326,282	328,115	654,397
Total Canadian—Total, batellerie canadienne	5,882	881,238	963,695	637,440	834	5,373	1,593	1,913	615,687	1,525,964	1,581,809	3,107,773
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	878	8,529	12,879	201,835	62	2,354	19,108	755	500,955	213,473	533,004	746,477
United States Vessels, Sail—Navires des Etats-Unis, à voiles	188	5,037	3,010	283	8,664	700	–	5,001	–	11,021	11,674	22,695
Total United States—Total, batellerie des Etats-Unis	1,066	13,566	15,889	202,118	8,726	3,054	19,108	5,756	500,955	224,494	544,678	769,172
Grand Totals, St. Lawrence Canals—Grand total, canaux du St-Laurent	6,948	894,804	979,584	839,558	9,560	8,422	20,701	7,669	1,116,642	1,750,458	2,126,487	3,876,945
Chambly Canal—Canal Chambly.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	138	21,376	19,712	–	–	–	–	–	127	21,376	19,839	41,215
Canadian Vessels, Sail—Navires canadiens, à voiles	245	7,073	7,242	6,174	–	–	–	99	3,801	13,346	11,043	24,389
Total Canadian—Total, batellerie canadienne	383	28,449	26,954	6,174	–	–	–	99	3,928	34,722	30,882	65,604
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	1	–	–	–	–	–	–	–	20	–	20	20
United States Vessels, Sail—Navires des Etats-Unis, à voiles	1,039	107	990	51,963	306	99	–	–	54,120	52,169	55,416	107,585
Total United States—Total, batellerie des Etats-Unis	1,040	107	990	51,963	306	99	–	–	54,140	52,169	55,436	107,605
Grand Total Chambly Canal—Grand total, canal Chambly	1,423	28,556	27,944	58,137	306	99	–	99	58,068	86,891	86,318	173,209
St. Peter's Canal—Canal St-Pierre.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	291	15,003	12,979	–	–	–	–	–	–	15,003	12,979	27,982
Canadian Vessels, Sail—Navires canadiens, à voiles	864	24,809	25,621	–	–	–	–	–	–	24,809	25,621	50,430
Total Canadian—Total, batellerie canadienne	1,155	39,812	38,600	–	–	–	–	–	–	39,812	38,600	78,412
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	16	1,038	368	–	50	–	–	50	–	1,088	418	1,506
United States Vessels, Sail—Navires des Etats-Unis, à voiles	1	16	–	–	–	–	–	–	–	16	–	16
Total United States—Total, batellerie des Etats-Unis	17	1,054	368	–	50	–	–	50	–	1,104	418	1,522
Grand Total St. Peter's Canal—Grand total, canal St-Pierre	1,172	40,866	38,968	–	50	–	–	50	–	40,916	39,018	79,934

Table 2.—Total Number, Tonnage and Nationality of Vessels passed through the Canadian Canals during 1919.

Tableau 2.—Nombre, tonnage et pavillon des navires en circulation sur les canaux canadiens en 1919.

Canadian American Steam-Sail—Canadiens et américains—à vapeur et à voiles.

Vessels — Navires	Total Number — Nombre total	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to United States Ports — De ports canadiens à ports des Etats-Unis		From United States to United States Ports — De ports des Etats-Unis à ports des Etats-Unis		From United States to Canadian Ports — De ports des Etats-Unis à ports des canadiens		Tons — Tonnage		Total Tons — Tonnage Total
		Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	
Murray Canal—Canal Murray.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	436	42,990	42,065	96	270	10	–	434	329	43,530	42,664	86,194
Canadian Vessels, Sail—Navires canadiens, à voiles	150	37,529	28,887	–	–	–	–	–	–	37,529	28,887	66,416
Total Canadian—Total, batellerie canadienne	586	80,519	70,952	96	270	10	–	434	329	81,059	71,551	152,610
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	16	–	–	351	186	38	27	15	16	404	229	633
United States Vessels, Sail—Navires des Etats-Unis, à voiles	5	–	–	–	1,790	–	3	–	8	–	1,801	1,801
Total United States—Total, batellerie des Etats-Unis	21	–	–	351	1,976	38	30	15	24	404	2,030	2,434
Grand Total, Murray Canal—Grand total, canal Murray	607	80,519	70,952	447	2,246	48	30	449	353	81,463	73,581	155,044
Ottawa Canals—Canaux de l'Ottawa.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	510	49,854	52,324	–	112	–	–	112	–	49,966	52,436	102,402
Canadian Vessels, Sail—Navires canadiens, à voiles	1,132	87,871	94,057	–	1,085	–	–	674	–	88,545	95,142	183,687
Total Canadian—Total, batellerie canadienne	1,642	137,725	146,381	–	1,197	–	–	786	–	138,511	147,578	286,089
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	1	–	99	–	–	–	–	–	–	–	99	99
United States Vessels, Sail—Navires des Etats-Unis, à voiles	147	2,818	917	–	7,138	–	–	3,949	98	6,767	8,153	14,920
Total United States—Total, batellerie des Etats-Unis	148	2,818	1,016	–	7,138	–	–	3,949	98	6,767	8,252	15,019
Grand Total, Ottawa Canals—Grand total, canaux de l'Ottawa	1,790	140,543	147,397	–	8,335	–	–	4,735	98	145,278	155,830	301,108

Rideau Canal—Canal Rideau.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	1,502	38,585	40,208	253	–	–	–	–	780	38,838	40,988	79,826
Canadian Vessels, Sail—Navires canadiens, à voiles	331	21,232	21,518	–	–	–	–	–	–	21,232	21,518	42,750
Total Canadian—Total, batellerie canadienne	1,833	59,817	61,726	253	–	–	–	–	780	60,070	62;506	122,576
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	–	–	–	–	–	–	–	–	–	–	–	–
United States Vessels, Sail—Navires des Etats-Unis, à voiles	2	96	96	–	–	–	–	–	–	96	96	192
Total United States—Total, batellerie des Etats-Unis	2	96	96	–	–	–	–	–	–	96	96	192
Grand Total, Rideau Canal—Grant total, canal Rideau	1,835	59,913	61,822	253	–	–	–	–	780	60,166	62,602	122,768
Trent Canals—Canaux de Trent.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	3,011	63,060	60,130	–	–	–	–	–	–	63,060	60,130	123,190
Canadian Vessels, Sail—Navires canadiens, à voiles	583	16,604	16,101	–	–	–	–	–	–	16,604	16,101	32,705
Total Canadian—Total, batellerie canadienne	3,594	79,664	76,231	–	–	–	–	–	–	79,664	76,231	155,895
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	–	–	–	–	–	–	–	–	–	–	–	–
United States Vessels, Sail—Navires des Etats-Unis, à voiles	–	–	–	–	–	–	–	–	–	–	–	–
Total United States—Total, batellerie des Etats-Unis	–	–	–	–	–	–	–	–	–	–	–	–
Grand Total, Trent Canals—Grand total, canaux de Trent	3,594	79,664	76,231	–	–	–	–	–	–	79,664	76,231	155,895
St. Andrews Canal—Canal St-André.												
Canadian Vessels, Steam—Navires canadiens, à vapeur	92	8,480	7,524	–	–	–	–	–	–	8,480	7,524	16,004
Canadian Vessels, Sail—Navires canadiens, à voiles	31	5,668	3,827	–	–	–	–	–	–	5,668	3,827	9,495
Total Canadian—Total, batellerie canadienne	123	14,148	11,351	–	–	–	–	–	–	14,148	11,351	25,499
United States Vessels, Steam—Navires des Etats-Unis, à vapeur	—	–	–	–	–	–	–	–	–	–	–	–
United States Vessels, Sail—Navires des Etats-Unis, à voiles	–	–	–	–	–	–	–	–	–	–	–	–
Total United States—Total, batellerie des Etats-Unis	–	–	–	–	–	–	–	–	–	–	–	–
Grand Total, St. Andrew's Canal—Grand total, canal St-André	123	14,148	11,351	–	–	–	–	–	–	14,148	11,351	25,499

*Sail includes all barges and vessels that are not self propelled. * «A voiles » embrasse toutes les péniches et autres embarcations qui ne circulent pas par leurs propres moyens.

Table 3.—Classified Tonnage of all Vessels passed

Tableau 3.—Classification du tonnage de toutes les

SAULT STE.

CANAL DU SAULT

CANADIAN VESSELS—BATELLERIE CANADIENNE

Class — Classe	Steam Vessels — Vapeurs	No. — Nomb.	Tonnage	Class — Classe	Sailing Vesels — Voiliers	No. — Nomb.	Tonnage
	ton. —				ton —		
1	5,000 (to-à) 5.704 .....tonnes	2	6,264	1	5,000 (to-à) .....tonnes	–	–
2	4,000 (to-à) 5,000..... "	5	22,450	2	4,000 (to-à) 5,000..... "	–	–
3	3,000 (to-à) 4,000..... "	7	24,400	3	3,000 (to-à) 4,000..... "	–	–
4	2,000 (to-à) 3,000..... "	11	26,700	4	2,000 (to-à) 3,000..... "	–	–
5	1,000 (to-à) 2,000..... "	27	37,400	5	1,000 (to-à) 2,000..... "	1	1,150
6	Under- Au-dessous de 1,000..... "	118	11,465	6	Under—Au-dessous de 1,000..... "	39	4,850
	Total.....	170	128,679		Total.....	40	6,000

WELLAND

CANAL

	ton. —				ton. —		
1	250 (to-à) 1,669.....tonnes	89	85,819	1	250 (to-à) 1,375.....tonnes	33	22,250
2	200 (to-à) 249..... "	3	725	2	200 (to-à) 249..... "	1	250
3	150 (to-à) 199..... "	4	750	3	150 (to-à) 199..... "	6	1,170
4	100 (to-à) 149..... "	3	390	4	100 (to-à) 149..... "	1	110
5	50 (to-à) 99..... "	7	505	5	50 (to-à) 99..... "	5	310
6	Under—Au-dessous de 50..... "	35	1,010	6	Under—Au-dessous de 50..... "	2	10
	Total.....	141	89,199		Total.....	48	24,100

ST. LAWRENCE

CANAUX DU

	ton. —				ton. —		
1	250 (to-à) 2,500.....tonnes	132	133,750	1	250 (to-à) 1,150.....tonnes	78	39,475
2	200 (to-à) 249..... "	3	650	2	200 (to-à) 249..... "	20	4,150
3	150 (to-à) 199..... "	6	1,000	3	150 (to-à) 199..... "	47	7,700
4	100 (to-à) 149..... "	8	925	4	100 (to-à) 149..... "	47	5,100
5	50 (to-à) 99..... "	25	1,740	5	50 (to-à) 99..... "	19	1,380
6	Under—Au-dessous de 50.....	26	690	6	Under—Au-dessous de 50..... "	17	410
	Total.....	200	138,755		Total.....	228	58,215

TRENT, RIDEAU, OTTAWA,

CANAUX TRENT, RIDEAU

	Tons —				Tons —		
1	250 (to-à) 480.....tonnes	5	1,750	1	250 (to-à) 350.....tonnes	3	920
2	200 (to-à) 249..... "	–	–	2	200 (to-à) 249..... "	9	1,920
3	150 (to-à) 199..... "	3	490	3	150 (to-à) 199..... "	29	4,780
4	100 (to-à) 149..... "	6	680	4	100 (to-à) 149..... "	40	4,760
5	50 (to-à) 99..... "	20	1,295	5	50 (to-à) 99..... "	19	1,280
6	Under—Au-dessous de 50..... "	161	1,555	6	Under—Au-dessous de 50..... "	22	420
	Total.....	195	5,770		Total.....	122	14,080

NOTE—A vessel is counted only once for each canal.

NOTA—Une embarcation n'est comptée qu'une seule fois dans chaque canal.

SESSIONAL PAPER No. 20a.

through the following Canals, during 1919.

embarcations passées par les canaux suivants, en 1919.

MARIE CANAL.

STE-MARIE.

UNITED STATES VESSELS—BATELLERIE DES ETATS-UNIS.

Class — Classe	Steam Vessels — Vapeurs	No. — Nomb.	Tonnage	Class — Classe	Sailing Vessels — Voiliers	No. — Nomb.	Tonnage
	tons				tons		
1	5,000 (to-à) 6,498 ..... tonnes	57	313,698	1	5,000 (to-à) ..... tonnes	–	–
2	4,000 (to-à) 5,000 ..... "	78	365,200	2	4,000 (to-à) 5,000 ..... "	–	–
3	3,000 (to-à) 4,000 ..... "	80	280,600	3	3,000 (to-à) 4,000 ..... "	–	–
4	2,000 (to-à) 3,000 ..... "	39	109,000	4	2,000 (to-à) 3,000 ..... "	–	–
5	1,000 (to-à) 2,000 ..... "	26	42,600	5	1,000 (to-à) 2,000 ..... "	–	–
6	Under—Au-dessous de 1,000 ..... "	24	4,395	6	Under—Au-dessous de 1,000 ..... "	10	423
	Total	304	1,115,493		Total	10	423

CANAL.

WELLAND.

	tons				tons		
1	250 (to-à) 1,900 ..... tonnes	204	348,900	1	250 to 1,890 ..... tonnes	3	3,165
2	200 (to-à) 249 ..... "	–	–	2	200 (to-à) 249 ..... "	–	–
3	150 (to-à) 199 ..... "	13	2,480	3	150 (to-à) 199 ..... "	–	–
4	100 (to-à) 149 ..... "	4	520	4	100 (to-à) 149 ..... "	2	300
5	50 (to-à) 99 ..... "	13	940	5	50 (to-à) 99 ..... "	–	–
6	Under—Au-dessous de 50	28	760	6	Under—Au-dessous de 50	8	200
	Total	262	353,600		Total	13	3,665

CANAL

ST-LAURENT

	tons				tons		
1	250 (to-à) 2,200 ..... tonnes	133	161,100	1	250 (to-à) 1,100 ..... tonnes	3	1,925
2	200 (to-à) 249 ..... "	5	1,000	2	200 (to-à) 249 ..... "	1	200
3	150 (to-à) 199 ..... "	6	950	3	150 (to-à) 199 ..... "	–	–
4	100 (to-à) 149 ..... "	18	1,825	4	100 (to-à) 149 ..... "	44	4,525
5	50 (to-à) 99 ..... "	3	200	5	50 (to-à) 99 ..... "	8	720
6	Under—Au-dessous de 50 ..... "	10	300	6	Under—Au-dessous de 50 ..... "	2	50
	Total	175	165,375		Total	58	7,420

AND CHAMBLY CANALS

OTTAWA ET CHAMBLY

					tons		
				1	250 (to-à) ..... tonnes	–	–
				2	200 (to-à) 230 ..... "	5	1,056
				3	150 (to-à) 199 ..... "	7	1,100
				4	100 (to-à) 149 ..... "	75	8,710
				5	50 (to-à) 99 ..... "	69	6,430
				6	Under—Au-dessous de 50 ..... "	3	110
					Total	159	17,406

Table 4.—Comparative Statement of all the Canals for the years ended December 31, 1918 and 1919.

Tableau 4.—Etat comparatif pour l'ensemble des canaux, durant les années terminées le 31 décembre 1918 et 1919.

Commodities—Produits	1918	1919	Increase — Augmentation	Decrease — Diminution
Class No. 1—1ère catégorie	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Canadian vessels, steam—Vapeurs canadiens	6,401,007	7,392,345	991,338	–
Canadian vessels, sail—Voiliers canadiens	1,399,965	1,343,628	–	56,337
United States vessels, steam—Vapeurs des Etats-Unis	9,202,963	5,093,231	–	4,109,732
United States vessels, sail—Voiliers des Etats-Unis	413,237	165,942	–	247,295
Total Class No. 1—Total, 1ère catégorie	17,417,172	13,995,146	–	3,422,026
Class No. 2—2e catégorie	No. — Nomb.	No. — Nomb.	No — Nomb.	No. — Nomb.
Passengers—Passagers	212,151	291,800	79,649	–
Class No. 3—3e catégorie	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Barley—Orge	145,620	467,397	321,777	–
Buckwheat—Sarrasin	4	7	3	–
Corn—Maïs	3,626	52,060	48,434	–
Oats—Avoine	231,240	291,032	59,792	–
Rye—Seigle	27,805	84,849	57,044	–
Flax—Lin	54,788	23,002	–	31,786
Peas—Pois	67	39	–	28
Wheat—Blé	1,330,740	1,861,299	530,559	–
Flour—Farine	319,733	363,198	43,465	–
Hay—Foin	32,682	18,624	–	14,058
Other mill products—Autres produits de meunerie	5,525	10,896	5,371	–
Fruit and vegetables—Fruits et légumes	3,578	4,497	919	–
Potatoes—Pommes de terre	4,209	4,602	393	–
Live stock—Animaux vivants	1,167	1,295	128	–
Poultry, game and fish—Volailles, gibier et poisson	3,224	1,437	–	1,787
Dressed meats—Viande abattue	8,854	1,971	–	6,883
Other packing house products—Autres produits des fabriques de conserves	327	1,974	1,647	–
Hides and leather—Peaux et cuir	41	248	207	–
Wool—Laine	1,293	703	–	590
All other animal products—Tous autres produits animaux	7,608	7,895	287	–
Total, Class No. 3—Total, 3e catégorie	2,182,131	3,197,025	1,014,894	–
Class No. 4—4e catégorie	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Agricultural implements—Instruments aratoires	1,296	9,298	8,002	–
Cement, bricks and lime—Ciment, briques et chaux	4,869	9,936	5,067	–
Household goods and furniture—Meubles et articles de ménage	1,807	3,098	1,291	–
Iron, pig and bloom—Fer en gueuse et en saumon	7,991	30,598	22,607	–
Iron and steel, all other—Fer et acier, tous autres	61,606	70,473	8,867	–
Petroleum and other oils—Pétrole et autres huiles	251,105	256,980	5,875	–
Sugar—Sucre	16,904	22,780	5,876	–
Salt—Sel	26,315	17,421	–	8,894
Wines, liquors and beers—Vins, liqueurs et bière	1,884	5,880	3,996	–
Merchandise not enumerated—Marchandises non énumérées	426,693	402,742	–	23,951
Total, Class No. 4—Total, 4e catégorie	800,470	829,206	28,736	–
Class No. 5—5e catégorie	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Pulpwood—Bois à pulpe	510,868	466,061	–	44,807
Sawed lumber—Bois de construction scié	376,315	353,896	–	22,419
Square lumber—Bois de construction équarri	1,731	9,890	8,159	–
Shingles—Bardeaux	3,408	1,808	–	1,600
Other woods—Autres bois	48,334	41,432	–	6,902
Total, Class No. 5—Total, 5e catégorie	940,656	873,087	–	67,569

Table 4.—Comparative Statement of all the Canals for the years ended December 31, 1918 and 1919—*Concluded.*

Tableau 4.—Etat comparatif pour l'ensemble des canaux, durant les années terminées le 31 décembre 1918 et 1919—fin.

Commodities—Produits	1918	1919	Increase — Augmentation	Decrease — Diminution
Class No. 6—6e catégorie	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes	Tons — Tonnes
Hard coal—Houille anthracite	593,411	401,383	–	192,028
Soft coal—Houille bitumineuse	3,870,350	2,327,615	–	1,542,735
Coke	4,500	4,201	–	299
Copper ore—Minerai de cuivre	22,107	10,801	–	11,306
Iron ore—Minerai de fer	10,102,495	1,890,619	–	8,211,876
Other ore—Autres minerais	14,473	18,859	4,386	–
Sand, etc.—Sable, etc	353,026	442,470	89,444	–
Total, Class No. 6—Total, 6e catégorie	14,960,362	5,095,948	–	9,864,414
Grand total	18,883,619	9,995,266	–	8,888,353

Table 5 (No. 1).—General Statement Showing the Quantity of Freight Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1919.

Tableau 5 (N° 1).—Relevé général du volume de fret transporté sur le canal du Sault Ste-Marie pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	890	–	–	–	–	–	–	–	890	–	890	890	–
All other animals—Tous autres animaux	136	–	–	–	–	–	–	–	136	–	136	136	–
Barley—Orge	–	168,113	–	4,800	–	26,064	–	2,784	–	201,761	201,761	172,913	28,848
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	–
Cement, bricks, etc.—Ciment, briques, etc	1,046	–	–	–	2,700	–	–	–	3,746	–	3,746	1,046	2,700
Coal, hard—Houille anthracite	–	–	–	–	–	–	5,700	–	5,700	–	5,700	–	5,700
Coal soft—Houille bitumineuse	900	–	–	–	52,900	–	221,873	–	275,673	–	275,673	350	275,323
Coke	–	–	–	–	–	–	4,200	–	4,200	–	4,200	–	4,200
Corn—Maïs	–	–	–	–	–	–	–	–	–	–	–	–	–
Dressed meats—Viande abattue	–	–	–	–	–	–	–	–	–	–	–	–	–
Flax—Lin	–	14,274	–	2,020	–	3,432	–	–	–	19,726	19,726	16,294	3,432
Flour—Farine	220	248,210	–	–	–	69,735	–	1,840	220	319,785	320,005	248,430	71,575
Fruits and vegetables—Fruits et légumes	1,030	1	–	–	1	–	–	–	1,031	1	1,032	1,031	1
Hay—Foin	91	–	–	–	–	–	–	–	91	–	91	91	–
Hides and leather—Peaux et cuir	146	11	–	–	–	–	–	–	146	11	157	157	–
Household goods—Meubles et articles de ménage	43	7	–	–	–	–	–	–	43	7	50	50	–
Iron, pig and bloom—Fer en gueuse et en saumon	8,772	899	–	–	–	–	–	–	8,772	899	9,671	9,671	–
Iron and steel, all other—Fer et acier, tous autres	29,688	103	12	–	7,619	77	–	–	37,319	180	37,499	21,053	16,446
Live stock—Animaux vivants	13	–	–	–	1	–	–	–	14	–	14	13	1
Merchandise—Marchandises	192,103	4,431	982	–	17,784	7,327	2,534	3	213,403	11,761	225,164	189,209	35,955
Oats—Avoine	–	169,887	–	18,662	–	2,884	–	1,707	–	193,140	193,140	190,256	2,884
Other mill products—Autres produits de meunerie	248	6,937	–	–	–	–	–	378	248	7,315	7,563	7,563	–
Other packing house products—Autres produits des fabricants de conserves	728	–	–	–	–	–	–	–	728	–	728	728	–
Other woods—Autres bois	48	–	–	–	–	–	–	–	48	–	48	48	–
Ore, all other—Minerais, tous autres	–	–	–	7,064	–	–	–	–	–	7,064	7,064	7,064	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	10,801	–	–	–	10,801	10,801	–	10,801
Ore, iron—Minerais de fer	–	–	–	15,512	–	1,859,092	–	16,010	–	1,890,614	1,890,614	15,512	1,875,102
Peas—Pois	15	–	–	–	–	–	–	–	15	–	15	15	–
Petroleum—Pétrole	4,743	–	–	–	–	–	–	–	4,743	–	4,743	4,743	–

Poultry, game and fish—Volailles, gibier et poisson	45	45	—	—	—	—	—	—	—	45	45	90	90	—	—	—
Potatoes—Pommes de terre	—	6	—	—	—	—	—	—	—	—	6	6	6	—	—	—
Pulpwood—Bois à pulpe	700	20,448	—	—	—	—	21	—	—	721	20,448	21,169	21,148	21	—	21
Rye—Seigle	—	17,668	—	812	—	54,125	—	6,664	—	—	79,269	79,269	18,180	60,789	—	60,789
Sawed lumber—Bois de construction scié	491	—	—	—	—	6,094	—	—	—	491	6,094	6,505	491	6,094	—	6,094
Shingles—Bardeaux	—	—	—	—	—	1,236	—	—	—	—	1,236	1,236	—	1,236	—	1,236
Square timber—Bois équarri	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar—Sucre	7,484	—	—	—	—	—	—	—	—	7,484	—	7,484	7,484	—	—	—
Salt—Sel	11,241	—	60	—	2,850	—	—	—	—	14,151	—	14,151	11,301	2,850	—	2,850
Sand and stone—Sable et pierre	463	27,527	—	—	—	—	—	—	—	463	27,527	27,990	27,990	—	—	—
Wheat—Blé	—	629,879	—	1,950	—	127,139	—	—	—	—	758,968	758,968	631,829	127,139	—	127,139
Wines, liquors and beers—Vins, liqueurs et bières	159	60	—	—	—	—	—	—	—	159	60	219	219	—	—	—
Wool—Laine	—	10	—	—	—	677	—	—	—	—	687	687	10	677	—	677
Total freight—Total du fret	261,443	1,308,516	1,054	50,820	83,855	2,168,683	234,328	29,386	580,680	3,557,405	4,138,085	1,606,311	2,531,774			

Table 5 (No. 2).—General Statement Showing the Quantity of Freight Transported on the Welland Canal during the Season of Navigation in 1919.

Tableau 5 (N° 2).—Relevé général du volume de fret transporté sur le canal Welland pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	7,845	–	–	–	–	–	–	–	7,845	–	7,845	7,845	–
All other animals—Tous autres animaux	–	–	–	–	–	–	–	–	–	–	–	–	–
Barley—Seigle	–	132,531	–	–	–	–	–	2,500	–	135,031	135,031	131,691	3,340
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	–
Cement, bricks, &c.,—Ciment, briques, etc	–	–	–	–	–	–	–	–	–	–	–	–	–
Coal, hard—Houille anthracite	–	–	–	–	–	80	–	1,400	–	1,480	1,480	–	1,480
Coal, soft—Houille bitumineuse	–	–	–	–	–	3,021	–	981,745	–	984,766	984,766	–	984,766
Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	–	7,493	–	–	–	–	–	19,232	–	26,725	26,725	2,575	24,150
Dressed meats—Viande abattue	–	–	–	–	–	–	–	895	–	895	895	–	895
Flax—Lin	–	1,820	–	–	–	–	–	–	–	1,820	1,820	1,820	–
Flour—Farine	–	1,600	–	–	–	–	–	15,894	–	17,494	17,494	1,600	15,894
Fruits and vegetables—Fruits et légumes	–	–	–	–	–	–	–	–	–	–	–	–	–
Hay—Foin	–	–	–	–	–	–	–	–	–	–	–	–	–
Hides and leather—Peaux et cuir	–	–	–	–	–	–	–	–	–	–	–	–	–
Household goods—Meubles et articles de ménage	–	–	–	–	–	–	–	–	–	–	–	–	–
Iron, pig and bloom—Fer en gueuse et en saumon	9,276	–	–	–	–	–	–	–	9,276	–	9,276	9,276	–
Iron and steel, all other—Fer et acier, tous autres	19,715	723	–	–	–	–	–	–	19,715	723	20,438	20,438	–
Live stock—Animaux vivants	–	–	–	–	–	–	–	–	–	–	–	–	–
Merchandise—Marchandises	52,331	–	–	–	–	200	–	1,238	52,331	1,438	53,769	51,581	2,188
Oats—Avoine	–	46,748	–	–	–	–	–	–	–	46,748	46,748	46,748	–
Other mill products—Autres produits de meunerie	–	–	–	–	–	–	–	–	–	–	–	–	–
Other packing house products—Autres produits de fabricants de conserves	–	–	–	–	–	–	–	–	–	–	–	–	–
Other Woods—Autres bois	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, all other—Minerais, tous autres	–	–	–	–	10,870	–	–	–	10,870	–	10,870	–	10,870
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	–	–	–	–	–	–	–	–	–	–	–	–
Petroleum—Pétrole	23,417	124,032	–	–	–	–	–	–	23,417	124,032	147,449	145,799	1,659

Poultry, game and fish—Volailles, gibier et poisson	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Potatoes—Pommes de terre	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
*Pulpwood—Bois à pulpe	62,979	23,518	–	–	–	–	–	–	62,979	23,518	–	–	86,497	86,497	–	–
Rye—Seigle	–	3,208	–	–	–	–	–	–	–	3,208	–	–	3,208	3,208	–	–
Sawed lumber—Bois de construction, scié	–	–	–	–	1,265	–	–	3,920	–	–	–	–	5,185	–	5,185	–
Shingles—Bardeaux	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Square timber—Bois équarri	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Sugar and salt—Sucre et sel	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
**Sand and stone—Sable et pierre	–	61,830	–	2,000	–	–	–	–	2,000	61,830	–	–	63,830	61,830	2,000	–
Wheat—Blé	–	519,517	–	–	1,200	–	–	26,706	–	547,423	–	–	547,423	508,149	39,274	–
Wines, liquors and beers—Vins, liqueurs et bières	30	–	–	–	–	–	–	–	30	–	–	–	30	30	–	–
Wool—Laine	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total freight—Total du fret	175,593	923,020	–	12,870	5,766	–	1,053,530	188,463	1,982,316	2,170,779	1,079,087	1,091,692				

*Includes 60,267 tons way freight. **Includes 61,830 tons way freight.
*Y compris 60,267 tonnes de fret transbordé. **Y compris 61,830 tonnes de fret transbordé.

*Table 5 (No. 3).—General Statement Showing the Quantity of Freight Transported on the St. Lawrence Canals during the Season of Navigation in 1919—Concluded.

Tableau 5 (N° 3).—Relevé général du volume de fret transporté sur les canaux du St-Laurent durant la saison de navigation 1919—fin.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	106	20	–	–	–	–	–	–	106	20	126	126	–
All other animals—Tous autres animaux	803	2,705	–	–	–	–	–	–	803	2,705	3,508	3,508	–
Barley—Orge	1,255	129,313	–	–	–	–	–	–	1,255	129,313	130,568	125,511	5,057
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	–
Cement, bricks, &c.—Ciment, briques, etc.	2,556	166	–	–	–	–	709	–	3,265	166	3,431	2,953	478
Coal, hard—Houille anthracite	1,130	300	300	–	–	–	1,471	289,006	2,901	289,306	292,207	1,430	290,777
Coal, soft—Houille bitumineuse	15,920	75	–	–	150	–	1,370	1,005,842	17,440	1,005,917	1,023,357	9,849	1,013,508
Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	15	24,084	–	–	–	–	–	1,120	15	25,204	25,219	1,696	23,523
Dressed meats—Viande abattue	47	6	–	–	–	–	–	895	47	901	948	53	895
Flax—Lin	–	1,456	–	–	–	–	–	–	–	1,456	1,456	1,456	–
Flour—Farine	970	5,138	–	–	–	–	–	15,894	970	21,032	22,002	6,108	15,894
Fruits and vegetables—Fruits et légumes	298	340	–	–	–	–	–	–	298	340	638	638	–
Hay—Foin	5,023	1,551	–	–	–	–	–	–	5,023	1,551	6,574	6,574	–
Hides and leather—Peaux et cuir	2	41	–	–	–	–	–	–	2	41	43	43	–
Household goods—Meubles et articles de ménage	782	1,494	–	–	–	–	–	–	782	1,494	2,276	2,276	–
Iron, pig and bloom—Fer en gueuse et en saumon	2,512	8,700	–	–	–	–	–	–	2,512	8,700	11,212	11,212	–
Iron and steel, all other—Fer et acier, tous autres	6,428	2,769	–	–	50	–	–	–	6,478	2,769	9,247	9,197	50
Live stock—Animaux vivants	24	375	–	–	–	–	–	–	24	375	399	399	–
Merchandise—Marchandises	42,103	41,931	–	479	–	–	843	1,238	42,946	43,648	86,594	84,221	2,373
Oats—Avoine	985	47,978	–	–	–	–	–	–	985	47,978	48,963	48,963	–
Other mill products—Autres produits de meunerie	382	1,212	–	–	–	–	–	–	382	1,212	1,594	1,594	–
Other packing house products—Autres produits des fabricants de conserves	238	76	–	–	–	–	–	–	238	76	314	314	–
Other woods—Autres bois	3,043	751	–	–	–	–	–	–	3,043	751	3,794	3,794	–
Ore, all other—Minerais, tous autres	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	5	–	–	–	–	–	–	–	5	5	5	–
Petroleum—Pétrole	49,854	51,211	–	–	–	–	–	1,650	49,854	52,861	102,715	102,715	–

Poultry, game and fish—Volailles, gibier et poisson	2	25	–	–	–	–	–	2	25	27	27	–
Potatoes—Pommes de terre	79	257	–	–	–	–	–	79	257	336	336	–
Pulpwood—Bois de pulpe	27,834	–	289,101	–	–	–	–	316,935	–	316,935	316,935	–
Rye—Seigle	–	2,333	–	–	–	–	–	–	2,333	2,333	2,333	–
Sawed lumber—Bois de construction, scié	15,539	87,241	–	23,259	–	–	2,539	15,539	113,039	128,578	126,039	2,539
Shingles—Bardeaux	–	90	–	–	–	–	–	–	90	90	90	–
Square timber—Bois équarri	29	4	267	–	–	–	–	296	–	300	300	–
Sugar—Sucre	12,605	89	–	–	–	–	–	12,605	89	12,694	12,694	–
Salt—Sel	982	137	–	–	–	–	–	982	137	1,119	1,119	–
Sand and stone—Sable et pierre	12,324	82,589	–	–	–	1,035	700	13,359	83,289	96,648	93,591	3,057
Wheat—Blé	7,508	518,661	–	–	–	–	26,706	7,508	545,367	552,875	517,729	35,146
Wines, liquors and beers—Vins, liqueurs et bières	1,919	570	–	–	–	–	–	1,919	570	2,489	2,489	–
Wool—Laine	–	5	–	–	–	–	–	–	5	5	5	–
Total freight—Total du fret	213,297	1,013,698	289,668	23,738	200	–	5,428	1,345,590	508,593	2,333,026	2,891,619	1,498,322	1,393,297

*Total of No. 4 and 5 Table 5.
*Totalisation des tableau 5 (N° 4) et 5 (N° 5).

Table 5 (No. 4).—General Statement Showing the Quantity of Through Freight Transported on the St. Lawrence Canals during the Season of Navigation in 1919.

Tableau 5 (N° 4).—Relevé général du volume de fret (transport direct) ayant emprunté les canaux du St-Laurent pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison.	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural Implements—Instruments aratoires	–	–	–	–	–	–	–	–	1	–	–	–	–
All other animals—Tous autres animaux	55	90	–	–	–	–	–	–	55	90	145	145	–
Barley—Orge	–	128,366	–	–	–	–	–	–	–	128,366	128,366	123,309	5,057
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	–
Cement, Bricks, etc.—Ciment, briques, etc.	7	4	–	–	–	–	–	–	7	4	11	11	–
Coal, Hard—Houille anthracite	–	–	–	–	–	–	–	279,811	–	279,811	279,811	–	279,811
Coal, Soft—Houille bitumineuse	–	–	–	–	–	–	–	993,321	–	993,321	993,321	–	993,321
Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	–	5,790	–	–	–	–	–	1,120	–	6,910	6,910	1,679	5,231
Dressed Meats—Viande abattue	5	–	–	–	–	–	–	895	5	895	900	5	895
Flax—Lin	–	1,456	–	–	–	–	–	–	–	1,456	1,456	1,456	–
Flour—Farine	–	1,964	–	–	–	–	–	15,894	–	17,858	17,858	1,964	15,894
Fruits and Vegetables—Fruits et légumes	28	25	–	–	–	–	–	–	28	25	53	53	–
Hay—Foin	–	275	–	–	–	–	–	–	–	275	275	275	–
Hides and Leather—Peaux et cuir	–	–	–	–	–	–	–	–	–	–	–	–	–
Household Goods—Meubles et articles de ménage	491	1,296	–	–	–	–	–	–	491	1,296	1,787	1,787	–
Iron, Pig and Bloom—Fer en gueuse et en saumon	1,549	200	–	–	–	–	–	–	1,549	200	1,749	1,749	–
Iron and Steel, all other—Fer et acier, tous autres	3,300	413	–	–	–	–	–	–	3,300	413	3,713	3,713	–
Live Stock—Animaux vivants	–	–	–	–	–	–	–	–	–	–	–	–	–
Merchandise—Marchandises	35,880	36,851	–	–	–	–	–	1,238	35,880	38,089	73,969	72,731	1,238
Oats—Avoine	–	47,625	–	–	–	–	–	–	–	47,625	47,625	47,625	–
Other Mill Products—Autres produits de meunerie	10	–	–	–	–	–	–	–	10	–	10	10	–
Other Packing House Products—Autres produits des fabricants de conserves	–	1	–	–	–	–	–	–	–	1	1	1	–
Other Woods—Autres bois	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, all other—Minerais, tous autres	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, Copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, Iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	–	–	–	–	–	–	–	–	–	–	–	–
Petroleum—Pétrole	33,474	50,912	–	–	–	–	–	1,650	33,474	52,562	86,036	86,036	–

Poultry, Game and Fish—Volailles, gibier et poisson	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Potatoes—Pommes de terre	29	30	–	–	–	–	–	–	29	30	59	–	59	–
Pulpwood—Bois à pulpe	25,290	–	261,049	–	–	–	–	–	286,339	–	286,339	286,339	–	–
Rye—Seigle	–	2,323	–	–	–	–	–	–	–	2,323	2,323	2,323	–	–
Sawed lumber—Bois de construction scié	–	1,381	–	–	–	–	–	2,539	–	3,920	3,920	1,381	2,539	–
Shingles—Bardeaux	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Square Timber—Bois équarri	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Sugar—Sucre	11,209	20	–	–	–	–	–	–	11,209	20	11,229	11,229	–	–
Salt—Sel	51	53	–	–	–	–	–	–	51	53	104	104	–	–
Sand and stone—Sable et pierre	–	–	–	–	–	–	–	26,706	–	–	–	–	–	–
Wheat—Blé	2	513,990							2	540,696	540,698	505,552	35,146	
Wines, liquors and beers—Vins, liqueurs et bières	395	225	–	–	–	–	–	–	395	225	620	620	–	–
Wool—Laine	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Freight—Total du fret	111,775	793,290	261,049	–	–	–	–	1,323,174	372,824	2,116,464	2,489,288	1,150,156	1,339,132	

Table 5 (No. 5).—General Statement Showing the Quantity of Way Freight Transported on the St. Lawrence Canals during the Season of Navigation in 1919.

Tableau 5 (N° 5).—Relevé général du volume de fret (transbordé) ayant circulé sur les canaux du St-Laurent pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des États-Unis		From U. States to U. States Ports — De ports des États-Unis à ports des États-Unis		From U. States to Canadian Ports — De ports des États-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — États-Unis
Agricultural implements—Instruments aratoires	106	20	–	–	–	–	–	–	106	20	126	126	–
All other animals—Tous autres animaux	748	2,615	–	–	–	–	–	–	748	2,615	3,363	3,363	–
Barley—Orge	1,255	947	–	–	–	–	–	–	1,255	947	2,202	2,202	–
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	–
Cement, bricks, etc.—Ciment, briques, etc.	2,549	162	–	–	–	–	709	–	3,258	162	3,420	2,942	478
Coal, hard—Houille anthracite	1,130	300	300	–	–	–	1,471	9,195	2,901	9,495	12,396	1,430	10,966
Coal, soft—Houille bitumineuse	15,920	75	–	–	150	–	1,370	12,521	17,440	12,596	30,036	9,849	20,187
Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	15	18,291	–	–	–	–	–	–	15	18,294	18,309	17	18,292
Dressed meats—Viande abattue	42	6	–	–	–	–	–	–	42	6	48	48	–
Flax—Lin	–	–	–	–	–	–	–	–	–	–	–	–	–
Flour—Farine	970	3,171	–	–	–	–	–	–	970	3,174	4,144	4,144	–
Fruits and vegetables—Fruits et légumes	270	315	–	–	–	–	–	–	270	315	585	585	–
Hay—Foin	5,023	1,276	–	–	–	–	–	–	5,023	1,276	6,299	6,299	–
Hides and leather—Peaux et cuir	2	41	–	–	–	–	–	–	2	41	43	43	–
Household goods—Meubles et articles de ménage	291	198	–	–	–	–	–	–	291	198	489	489	–
Iron, pig and bloom—Fer en gueuse et en saumon	963	8,500	–	–	–	–	–	–	963	8,500	9,463	9,463	–
Iron and steel, all other—Fer et acier, tous autres	3,128	2,356	–	–	50	–	–	–	3,178	2,356	55,34	5,484	50
Live stock—Animaux vivants	24	375	–	–	–	–	–	–	24	375	399	399	–
Merchandise—Marchandises	6,223	5,080	–	479	–	–	843	–	7,066	5,559	12,625	11,490	1,135
Oats—Avoine	985	353	–	–	–	–	–	–	985	353	1,338	1,338	–
Other mill products—Autres produits de meunerie	372	1,212	–	–	–	–	–	–	372	1,212	1,584	1,584	–
Other packing house products—Autres produits des fabricants de conserves	238	75	–	–	–	–	–	–	238	75	313	313	–
Other woods—Autres bois	3,043	751	–	–	–	–	–	–	3,043	751	3,794	3,794	–
Ore, all other—Minerais, tous autres	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	5	–	–	–	–	–	–	–	5	5	5	–
Petroleum—Pétrole	16,380	299	–	–	–	–	–	–	16,380	299	16,679	16,679	–

Poultry, game and fish—Volailles, gibier et poisson	2	25	–	–	–	–	–	2	25	27	27	–	–
Potatoes—Pommes de terre	50	227	–	–	–	–	–	50	227	277	277	–	–
Pulpwood—Bois à pulpe	2,544	–	28,052	–	–	–	–	30,596	–	30,596	30,596	–	–
Rye—Seigle	–	10	–	–	–	–	–	–	10	10	10	–	–
Sawed lumber—Bois de construction scié	15,539	85,860	–	23,259	–	–	–	15,539	109,119	124,658	124,658	–	–
Shingles—Bardeaux	–	90	–	–	–	–	–	–	90	90	90	–	–
Square timber—Bois équarri	–	4	267	–	–	–	–	296	–	300	300	–	–
Sugar—Sucre	1,396	69	–	–	–	–	–	1,396	69	1,465	1,465	–	–
Salt—Sel	931	84	–	–	–	–	–	931	84	1,015	1,015	–	–
Sand and stone—Sable et pierre	12,324	82,589	–	–	–	10,35	700	13,359	83,289	96,648	93,591	3,057	–
Wheat—Blé	7,506	4,671	–	–	–	–	–	7,506	4,671	12,177	12,177	–	–
Wines, liquors and beers—Vins, liqueurs et bières	1,524	345	–	–	–	–	–	1,524	345	1,869	1,869	–	–
Wool—Laine	–	5	–	–	–	–	–	–	5	5	5	–	–
Total Freight—Total du fret	101,522	220,408	28,619	23,738	200	–	5,428	22,416	135,769	266,562	402,331	348,166	54,165

Table 5 (No. 6).—General Statement Showing the Quantity of Freight Transported on the Chambly Canal during the Season of Navigation in 1919.

Tableau 5 (N° 6.)—Relevé général du volume de fret transporté sur le canal Chambly pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	142	–	–	–	–	–	–	–	142	–	142	142	–
All other animals—Tous autres animaux	–	–	–	–	–	–	–	–	–	–	–	–	–
Barley—Orge	3	–	–	–	–	–	–	–	3	–	3	3	–
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	–
Cement, bricks, etc.—Ciment, briques, etc.	427	–	–	–	–	–	–	–	427	–	427	427	–
Coal, hard—Houille anthracite	15	–	–	–	–	–	–	95,626	15	95,626	95,641	–	95,641
Coal, soft—Houille bitumineuse	–	–	–	–	–	–	–	–	–	–	–	–	–
Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	83	–	–	–	–	–	–	–	83	–	83	83	–
Dressed meats—Viande abattue	–	–	–	–	–	–	–	–	–	–	–	–	–
Flax—Lin	–	–	–	–	–	–	–	–	–	–	–	–	–
Flour—Farine	666	30	–	–	–	–	–	–	666	30	696	696	–
Fruits and vegetables—Fruits et légumes	49	1,427	–	–	–	–	–	–	49	1,427	1,476	1,476	–
Hay—Foin	467	7,142	1,823	–	–	–	–	–	2,290	7,142	9,432	9,432	–
Hides and leather—Peaux et cuir	–	–	–	–	–	–	–	–	–	–	–	–	–
Household goods—Meubles et articles de ménage	9	3	–	–	–	–	–	–	9	3	12	12	–
Iron, pig and bloom—Fer en gueuse et en saumon	–	–	–	–	–	–	–	–	–	–	–	–	–
Iron and steel, all other—Fer et acier, tous autres	185	6	–	–	–	–	–	–	185	6	191	191	–
Live stock—Animaux vivants	–	254	–	–	–	–	–	–	–	254	254	254	–
Merchandise—Marchandises	358	460	479	–	–	–	–	3,564	837	4,024	4,861	1,297	3,564
Oats—Avoine	–	468	–	–	–	–	–	–	–	468	468	468	–
Other mill products—Autres produits de meunerie	310	188	–	–	–	–	–	–	310	188	498	498	–
Other packing house products—Autres produits des fabricants de conserves	1	1	–	–	–	–	–	–	1	1	2	2	–
Other woods—Autres bois	34	533	12,535	–	–	–	–	–	12,569	533	13,102	13,102	–
Ore, all other—Minerais, tous autres	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	6	–	–	–	–	–	–	–	6	6	6	–
Petroleum—Pétrole	95	–	–	–	–	–	–	–	95	–	95	95	–

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Poultry, game and fish—Volailles, gibier et poisson	–	26	–	–	–	–	–	–	–	26	26	26	–	–
Potatoes—Pommes de terre	15	20	–	–	–	–	–	–	15	20	35	35	–	–
Pulpwood—Bois à pulpe	960	–	26,447	–	–	–	–	27,407	–	–	27,407	27,407	–	–
Rye—Seigle	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Sawed lumber—Bois de construction scié	530	7	81,607	–	–	–	–	82,137	7	7	82,144	82,144	–	–
Shingles—Bardeaux	115	7	–	–	–	–	–	115	7	7	122	122	–	–
Square timber—Bois équarri	–	–	267	–	–	–	–	267	–	–	267	267	–	–
Sugar—Sucre	89	1	–	–	–	–	–	89	1	1	90	90	–	–
Salt—Sel	132	–	–	–	–	–	–	132	–	–	132	132	–	–
Sand and stone—Sable et pierre	–	–	–	–	–	–	5,336	–	5,336	5,336	5,336	–	5,336	–
Wheat—Blé	3	–	–	–	–	–	–	3	–	–	3	3	–	–
Wines, liquors and beers—Vins, liqueurs et bières	10	–	–	–	–	–	–	10	–	–	10	10	–	–
Wool—Laine	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total Freight—Total du fret	4,698	10,579	123,158	–	–	–	–	104,526	127,856	115,105	242,961	138,420	104,541	

Table 5 (No. 7).—General Statement Showing the Quantity of Freight Transported on the St. Peter's Canals during the Season of Navigation in 1919.

Tableau 5 (N° 7).—Relevé général du volume de fret transporté sur le canal St-Pierre pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural Implements—Instruments aratoires	3	–	–	–	–	–	–	–	3	–	3	3	–
All other animals—Tous autres animaux	57	10	–	–	–	–	–	–	57	10	67	67	–
Barley—Orge	2	–	–	–	–	–	–	–	2	–	2	2	–
Buckwheat—Sarrasin	2	–	–	–	–	–	–	–	2	–	2	2	–
Cement, bricks, &c.—Ciment, briques, etc.	74	108	–	–	–	–	–	–	74	108	182	182	–
Coal, hard—Houille anthracite	424	3	–	–	–	–	–	–	424	3	427	427	–
" Soft—Houille bitumineuse	2	40,730	–	–	–	–	–	–	2	40,730	40,732	40,732	–
Coke	1	–	–	–	–	–	–	–	1	–	1	1	–
Corn—Maïs	12	–	–	–	–	–	–	–	12	–	12	12	–
Dressed meats—Viande abattue	16	–	–	–	–	–	–	–	16	–	16	16	–
Flax—Lin	–	–	–	–	–	–	–	–	–	–	–	–	–
Flour—Farine	2,253	69	–	–	–	–	–	–	2,253	69	2,322	2,322	–
Fruits and vegetables—Fruits et légumes	872	38	–	–	–	–	–	–	872	38	910	910	–
Hay—Foin	941	3	–	–	–	–	–	–	941	3	944	944	–
Hides and leather—Peaux et cuir	1	–	–	–	–	–	–	–	1	–	1	1	–
Household goods—Meubles et articles de ménage	206	7	–	–	–	–	–	–	206	7	213	213	–
Iron, pig and bloom—Fer en gueuse et en saumon	15	1	–	–	–	–	–	–	15	1	16	16	–
Iron and steel, all other—Fer et acier, tous autres	71	76	–	–	–	–	–	–	71	76	147	147	–
Live stock—Animaux vivants	26	2	–	–	–	–	–	–	26	2	28	28	–
Merchandise—Marchandises	3,165	1,823	–	–	–	–	–	–	3,165	1,823	4,988	4,988	–
Oats—Avoine	1,461	60	–	–	–	–	–	–	1,461	60	1,521	1,521	–
Other mill products—Autres produits de meunerie	308	95	–	–	–	–	–	–	308	95	403	403	–
Other packing house products—Autres produits des fabricants de conserves	296	15	–	–	–	–	–	–	296	15	311	311	–
Other woods—Autres bois	205	271	–	–	–	–	–	–	205	271	476	476	–
Ore, all other—Minerais, tous autres	40	885	–	–	–	–	–	–	40	885	925	925	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	5	–	–	–	–	–	–	–	5	–	5	5	–
Peas—Pois	–	1	–	–	–	–	–	–	–	1	1	1	–
Petroleum—Pétrole	655	102	–	–	–	–	–	–	655	102	757	757	–

Poultry, game and fish—Volailles, gibier et poisson	39	1,224	–	–	–	–	–	39	1,224	1,263	1,263	–
Potatoes—Pommes de terre	3,876	–	–	–	–	–	–	3,876	–	3,876	3,876	–
Pulpwood—Bois à pulpe	–	–	–	–	–	–	–	–	–	–	–	–
Rye—Seigle	–	–	–	–	–	–	–	–	–	–	–	–
Sawed lumber—Bois de construction scié	614	318	–	–	–	–	–	614	318	932	932	–
Shingles—Bardeaux	137	1	–	–	–	–	–	137	1	138	138	–
Square timber—Bois équarri	10	–	–	–	–	–	–	10	–	10	10	–
Sugar—Sucre	96	32	–	–	–	–	–	96	32	128	128	–
Salt—Sel	762	58	–	–	–	–	–	762	58	820	820	–
Sand and stone—Sable et pierre	–	2,286	–	–	–	–	–	–	2,286	2,286	2,286	–
Wheat—Blé	–	–	–	–	–	–	–	–	–	–	–	–
Wines, liquors and beers—Vins, liqueurs et bières	14	–	–	–	–	–	–	14	–	14	14	–
Wool—Laine	–	–	–	–	–	–	–	–	–	–	–	–
Total freight—Total du fret	16,661	48,218	–	–	–	–	–	16,661	48,218	64,879	64,879	–

Table 5 (No. 8).—General Statement Showing the Quantity of Freight Transported on the Murray Canal during the Season of Navigation in 1919.

Tableau 5 (N° 8).—Relevé général du volume de fret transporté sur le canal Murray pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural Implements—Instruments aratoires	–	–	–	–	–	–	–	–	–	–	–	–	–
All other animals—Tous autres animaux	–	–	–	–	–	–	–	–	–	–	–	–	–
Barley—Orge	–	–	–	–	–	–	–	–	–	–	–	–	–
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	–
Cement, bricks, &c.—Ciment, briques, etc.	–	–	–	–	–	–	–	–	–	–	–	–	–
Coal, hard—Houille anthracite	–	–	–	–	–	–	668	–	668	–	668	–	668
Coal, soft—Houille bitumineuse	35	–	–	–	–	–	–	–	35	–	35	–	35
Coke—Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	–	–	–	–	–	–	–	–	–	–	–	–	–
Dressed meats—Viande abattue	–	–	–	–	–	–	–	–	–	–	–	–	–
Flax—Lin	–	–	–	–	–	–	–	–	–	–	–	–	–
Flour—Farine	–	–	–	–	–	–	–	–	–	–	–	–	–
Fruits and vegetables—Fruits et légumes	–	–	–	–	–	–	–	–	–	–	–	–	–
Hay—Foin	–	–	–	–	–	–	–	–	–	–	–	–	–
Hides and leather—Peaux et cuir	–	–	–	–	–	–	–	–	–	–	–	–	–
Household goods—Meubles et articles de ménage	–	–	–	–	–	–	–	–	–	–	–	–	–
Iron, pig and bloom—Fer en gueuse et en saumon	–	15	–	–	–	–	–	–	–	15	15	15	–
Iron and steel, all other—Fer et acier, tous autres	25	15	–	–	–	–	–	–	25	15	40	40	–
Live stock—Animaux vivants	–	–	–	–	–	–	–	–	–	–	–	–	–
Merchandise—Marchandises	5,359	2,539	–	–	–	–	–	–	5,359	2,539	7,898	7,898	–
Oats—Avoine	–	–	–	–	–	–	–	–	–	–	–	–	–
Other mill products—Autres produits de meunerie	–	–	–	–	–	–	–	–	–	–	–	–	–
Other packing house products—Autres produits des fabricants de conserves	–	–	–	–	–	–	–	–	–	–	–	–	–
Other woods—Autres bois	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, all other	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	–	–	–	–	–	–	–	–	–	–	–	–
Petroleum—Pétrole	–	–	–	–	–	–	–	–	–	–	–	–	–

Poultry, game and fish—Volailles, gibier et poisson	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	703
Potatoes—Pommes de terre	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Pulpwood—Bois à pulpe	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Rye—Seigle	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Sawed lumber—Bois de construction scié	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Shingles—Bardeaux	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Square Timber—Bois équarri	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Sugar—Sucre	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Salt—Sel	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Sand and Stone—Sable et pierre	99,400	–	–	–	–	–	–	–	99,400	–	–	–	99,400	–	99,400	–	–	
Wheat—Blé	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Wines, liquors and beers—Vins, liqueurs et bières	129	65	–	–	–	–	–	–	129	65	–	–	194	–	194	–	–	
Wool—Laine	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
Total freight—Total du fret	104,948	2,634	–	–	–	668	–	105,616	2,634	108,250	107,547	703						

Table 5 (No. 9).—General Statement Showing the Quantity of Freight Transported on the Ottawa Canals during the Season of Navigation in 1919.

Tableau 5 (N° 9.)—Relevé général du volume de fret transport sur les canaux de l'Ottawa pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	106	21	–	–	–	–	–	–	106	21	127	127	–
All other animals—Tous autres animaux	15	2,252	–	–	–	–	–	–	15	2,252	2,267	2,267	–
Barley—Orge	–	–	–	–	–	–	–	–	–	–	–	–	–
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	–
Cement, bricks, etc.—Ciment, briques, etc	767	6	–	–	–	–	–	–	767	6	773	773	–
Coal, hard—Houille anthracite	2	–	–	–	–	–	1,038	–	1,040	–	1,040	2	1,038
Coal, soft—Houille bitumineuse	2,045	–	–	–	–	–	579	–	2,624	–	2,624	2,045	579
Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	17	–	–	–	–	–	–	–	17	–	17	17	–
Dressed meats—Viande abattue	41	10	–	–	–	–	–	–	41	10	51	51	–
Flax—Lin	–	–	–	–	–	–	–	–	–	–	–	–	–
Flour—Farine	488	15	–	–	–	–	–	–	488	15	503	503	–
Fruits and vegetables—Fruits et légumes	163	209	–	–	–	–	–	–	163	209	372	372	–
Hay—Foin	141	592	–	–	–	–	–	–	141	592	733	733	–
Hides and leather—Peaux et cuir	–	30	–	–	–	–	–	–	–	30	30	30	–
Household goods—Meubles et articles de ménage	178	165	–	–	–	–	–	–	178	165	343	343	–
Iron, pig and bloom—Fer en gueuse et en saumon	176	27	–	–	–	–	–	–	176	27	203	203	–
Iron and steel, all other—Fer et acier, tous autres	1,615	81	–	–	–	–	–	–	1,615	81	1,696	1,696	–
Live stock—Animaux vivants	16	311	–	–	–	–	–	–	16	311	327	327	–
Merchandise—Marchandises	4,958	4,257	–	–	–	–	1,643	–	6,601	4,257	10,858	9,215	1,643
Oats—Avoine	143	28	–	8	–	–	–	–	143	28	171	171	–
Other mill products—Autres produits de la meunerie	106	463	–	–	–	–	–	–	106	463	569	569	–
Other packing house products—Autres produits des fabricants de conserves	227	62	–	–	–	–	–	–	227	62	289	289	–
Other woods—Autres bois	–	1,271	–	–	–	–	–	–	–	1,271	1,271	1,271	–
Ore, all other—Minerais, tous autres	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	8	–	–	–	–	–	–	–	8	8	8	–
Petroleum—Pétrole	420	305	–	–	–	–	–	–	420	305	725	725	–

Poultry, game and fish—Volailles, gibier et poisson	2	27	–	–	–	–	–	2	27	29	29	–	–	–
Potatoes—Pommes de terre	29	225	–	–	–	–	–	29	225	254	254	–	–	–
Pulpwood—Bois à pulpe	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Rye—Seigle	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Sawed lumber—Bois de construction scié	130	89,545	–	23,298	–	–	–	130	112,843	112,973	112,973	–	–	–
Shingles—Bardeaux	–	12	–	–	–	–	–	–	12	12	12	–	–	–
Square timber—Bois équarri	25	74	–	–	–	–	–	25	74	99	99	–	–	–
Sugar—Sucre	1,264	140	–	–	–	–	–	1,264	140	1,404	1,404	–	–	–
Salt—Sel	784	12	–	–	–	–	–	784	12	796	796	–	–	–
Sand and stone—Sable et pierre	–	76,220	–	–	–	–	–	–	76,220	76,220	76,220	–	–	–
Wheat—Blé	19	–	–	–	–	–	–	19	–	19	19	–	–	–
Wines, liquors and beers—Vins, liqueurs et bières	1,268	362	–	–	–	–	–	1,268	362	1,630	1,630	–	–	–
Wool—Laine	–	5	–	–	–	–	–	–	5	5	5	–	–	–
Total freight—Total du fret	15,145	176,735	–	23,298	–	–	3,260	–	18,405	200,033	218,433	215,173	3,260	

Table 5 (No. 10).—General Statement Showing the Quantity of Freight Transported on the Rideau Canals during the Season of Navigation in 1919.

Tableau 5 (N° 10).—Relevé général du volume de fret transporté sur le canal Rideau pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	107	23	–	–	–	–	–	–	107	23	130	130	–
All other animals—Tous autres animaux	9	1,887	–	–	–	–	–	–	9	1,887	1,896	1,896	–
Barley—Orge	–	–	–	–	–	–	–	–	–	–	–	–	–
Buckwheat—Sarrasin	–	5	–	–	–	–	–	–	–	5	5	5	–
Cement, bricks, etc.—Ciment, briques, etc.	856	7	–	–	–	–	–	–	856	7	863	863	–
Coal, hard—Houille anthracite	134	6	–	–	–	–	–	4,035	134	1,041	4,175	7	4,168
Coal, soft—Houille bitumineuse	–	351	–	–	–	–	–	–	–	351	351	351	–
Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	–	–	–	–	–	–	–	–	–	–	–	–	–
Dressed meats—Viande abattue	52	8	–	–	–	–	–	–	52	8	60	60	–
Flax—Lin	–	–	–	–	–	–	–	–	–	–	–	–	–
Flour—Farine	20	123	–	–	–	–	–	–	20	123	143	143	–
Fruits and vegetables—Fruits et légumes	10	47	–	–	–	–	–	–	–	47	57	57	–
Hay—Foin	771	45	–	–	–	–	–	–	771	45	816	816	–
Hides and leather—Peaux et cuir	–	17	–	–	–	–	–	–	–	17	17	17	–
Household goods—Meubles et articles de ménage	20	55	–	–	–	–	–	–	20	55	75	75	–
Iron, pig and bloom—Fer en gueuse et en saumon	201	2	–	–	–	–	–	–	201	2	203	203	–
Iron and steel, all other—Fer et acier, tous autres	1,173	39	–	–	–	–	–	–	1,173	39	1,212	1,212	–
Live stock—Animaux vivants	4	13	–	–	–	–	–	–	4	13	17	17	–
Merchandise—Marchandises	3,841	2,817	–	–	–	–	–	–	3,841	2,817	6,658	6,658	–
Oats—Avoine	–	21	–	–	–	–	–	–	–	21	21	21	–
Other mill products—Autres produits de meunerie	17	128	–	–	–	–	–	–	17	128	145	145	–
Other packing house products—Autres produits des fabricants de conserves	218	111	–	–	–	–	–	–	218	111	329	329	–
Other woods—Autres bois	3	83	–	–	–	–	–	–	3	83	86	86	–
Ore, all other—Minerais, tous autres	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	3	–	–	–	–	–	–	–	3	3	3	–
Petroleum—Pétrole	147	281	–	–	–	–	–	–	147	281	428	428	–

Poultry, game and fish—Volailles, gibier et poisson	2	–	–	–	–	–	–	–	2	–	2	2	–
Potatoes—Pommes de terre	2	55	–	–	–	–	–	–	2	55	57	57	–
Pulpwood—Bois à pulpe	–	–	–	–	–	–	–	–	–	–	–	–	–
Rye—Seigle	–	–	–	–	–	–	–	–	–	–	–	–	–
Sawed lumber—Bois de construction scié	1,209	10,641	30	–	–	–	–	–	1,239	10,641	11,880	11,880	–
Shingles—Bardeaux	28	–	–	–	–	–	–	–	28	–	28	28	–
Square timber—Bois équarri	550	690	–	–	–	–	–	–	550	690	1,240	1,240	–
Sugar—Sucre	848	125	–	–	–	–	–	–	848	125	973	973	–
Salt—Sel	339	32	–	–	–	–	–	–	339	32	371	371	–
Sand and stone—Sable et pierre	55,307	14,714	–	–	–	–	–	–	55,307	14,714	70,021	70,021	–
Wheat—Blé	–	–	–	–	–	–	–	–	–	–	–	–	–
Wines, liquors and beers—Vins, liqueurs et bières	1,046	225	–	–	–	–	–	–	1,046	225	1,271	1,271	–
Wool—Laine	–	6	–	–	–	–	–	–	–	6	6	6	–
Total freight—Total du fret	66,914	32,560	30	–	–	–	–	4,035	66,914	36,595	103,539	99,371	4,168

Table 5 (No. 11).—General Statement Showing the Quantity of Freight Transported on the Trent Canal during the Season of Navigation in 1919.

Tableau 5 (N° 11).—Relevé général du volume de fret transporté sur le canal de Trent pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des États-Unis		From U. States to U. States Ports — De ports des États-Unis à ports des États-Unis		From U. States to Canadian Ports — De ports des États-Unis à ports canadiens		Tonns — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — États-Unis
Agricultural implements—Instruments aratoires	20	15	–	–	–	–	–	–	20	15	35	35	–
All other animals—Tous autres animaux	–	21	–	–	–	–	–	–	–	21	21	21	–
Barley—Orge	32	–	–	–	–	–	–	–	32	–	32	32	–
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	–
Cement, bricks, &c.—Ciment, briques, etc.	422	92	–	–	–		–	–	422	92	514	514	–
Coal, hard—Houille anthracite	45	–	–	–	–		–	–	45	–	45	45	–
Coal, soft—Houille bitumineuse	77	–	–	–	–		–	–	77	–	77	77	–
Coke	–	–	–	–	–		–	–	–	–	–	–	–
Corn—Maïs	4	–	–	–	–		–	–	4	–	4	4	–
Dressed meats—Viande abattue	1	–	–	–	–		–	–	1	–	1	1	–
Flax—Lin	–	–	–	–	–		–	–	–	–	–	–	–
Flour—Farine	30	3	–	–	–		–	–	30	3	33	33	–
Fruits and vegetables—Fruits et légumes	12	–	–	–	–		–	–	12	–	12	12	–
Hay—Foin	14	20	–	–	–		–	–	14	20	34	34	–
Hides and leather—Peaux et cuir	–	–	–	–	–		–	–	–	–	–	–	–
Household goods—Meubles et articles de ménage	110	17	–	–	–	–	–	–	110	17	127	127	–
Iron, pig and bloom—Fer en gueuse et en saumon	2	–	–	–	–	–	–	–	2	–	2	2	–
Iron and steel, all other—Fer et acier, tous autres	1	–	–	–	–	–	–	–	1	–	1	1	–
Live stock—Animaux vivants	144	21	–	–	–	–	–	–	144	21	165	165	–
Merchandise—Marchandises	1,296	428	–	–	–	–	–	–	1,296	428	1,724	1,724	–
Oats—Avoine	–	–	–	–	–	–	–	–	–	–	–	–	–
Other mill products—Autres produits de meunerie	110	14	–	–	–	–	–	–	110	14	124	124	–
Other packing housing products—Autres produits de fabricants de conserves	1	–	–	–	–	–	–	–	1	–	1	1	–
Other woods—Autres bois	8,251	11,715	–	–	–	–	–	–	8,251	11,715	19,966	19,966	–
Ore, all other—Minerais, tous autres	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	1	–	–	–	–	–	–	–	1	–	1	1	–
Petroleum—Pétrole	58	4	–	–	8	–	–	–	58	4	62	62	–

Poultry, game and fish—Volailles, gibier et poisson	-	-	-	-	-	-	-	-	-	-	-	-	-
Potatoes—Pommes de terre	38	-	-	-	-	-	-	-	38	-	38	38	-
Pulpwood—Bois à pulpe	-	13,553	-	-	-	-	-	-	-	13,553	13,553	13,553	-
Rye—Seigle	39	-	-	-	-	-	-	-	39	-	39	39	-
Sawed lumber—Bois de construction scié	1,009	4,395	-	-	-	-	-	-	1,009	4,395	5,404	5,404	-
Shingles—Bardeaux	48	134	-	-	-	-	-	-	48	134	182	182	-
Square timber—Bois équarri	7,718	256	-	-	-	-	-	-	7,718	256	7,974	7,974	-
Sugar—Sucre	7	-	-	-	-	-	-	-	7	-	7	7	-
Salt—Sel	2	-	-	-	-	-	-	-	2	-	2	2	-
Sand and stone—Sable et pierre	739	-	-	-	-	-	-	-	739	-	739	739	-
Wheat—Blé	2,011	-	-	-	-	-	-	-	2,011	-	2,011	2,011	-
Wines, liquors and beers—Vins, liqueurs et bières	19	4	-	-	-	-	-	-	19	4	23	23	-
Wool—Laine	-	-	-	-	-	-	-	-	-	-	-	-	-
Total freight—Total du fret	22,261	30,692	-	-	-	-	-	-	22,261	30,692	52,953	52,953	

Table 5 (No. 12).—General Statement Showing the Quantity of Freight Transported on the St. Andrews Canal during the Season of Navigation in 1919.

Tableau 5 (N° 12).—Relevé général du volume de fret transporté sur le canal St-André pendant la saison de navigation 1919.

Commodities—Produits	From Canadian to Canadian Ports — De ports canadiens à ports canadiens		From Canadian to U. States Ports — De ports canadiens à ports des Etats-Unis		From U. States to U. States Ports — De ports des Etats-Unis à ports des Etats-Unis		From U. States to Canadian Ports — De ports des Etats-Unis à ports canadiens		Tons — Tonnes		Total tons — Tonnage total	Origin of Cargo — Origine de la cargaison	
	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant	Up — En montant	Down — En descendant		Canadian — Canada	U. States — Etats-Unis
Agricultural implements—Instruments aratoires	–	–	–	–	–	–	–	–	–	–	–	–	–
All other animals—Tous autres animaux	–	–	–	–	–	–	–	–	–	–	–	–	–
Barley—Orge	–	–	–	–	–	–	–	–	–	–	–	–	–
Buckwheat—Sarrasin	–	–	–	–	–	–	–	–	–	–	–	–	–
Cement, bricks, &c.—Ciment, briques, etc.	–	–	–	–	–	–	–	–	–	–	–	–	–
Coal, hard—Houille anthracite	–	–	–	–	–	–	–	–	–	–	–	–	–
Coal, soft—Houille bitumineuse	–	–	–	–	–	–	–	–	–	–	–	–	–
Coke	–	–	–	–	–	–	–	–	–	–	–	–	–
Corn—Maïs	–	–	–	–	–	–	–	–	–	–	–	–	–
Dressed meats—Viande abattue	–	–	–	–	–	–	–	–	–	–	–	–	–
Flax—Lin	–	–	–	–	–	–	–	–	–	–	–	–	–
Flour—Farine	–	–	–	–	–	–	–	–	–	–	–	–	–
Fruits and vegetables—Fruits et légumes	–	–	–	–	–	–	–	–	–	–	–	–	–
Hay—Foin	–	–	–	–	–	–	–	–	–	–	–	–	–
Hides and leather—Peaux et cuir	–	–	–	–	–	–	–	–	–	–	–	–	–
Household goods—Meubles et articles de ménage	–	2	–	–	–	–	–	–	–	2	2	2	–
Iron, pig and bloom—Fer en gueuse et en saumon	–	–	–	–	–	–	–	–	–	–	–	–	–
Iron and steel, all other—Fer et acier, tous autres	–	2	–	–	–	–	–	–	–	2	2	2	–
Live stock—Animaux vivants	3	88	–	–	–	–	–	–	3	88	91	91	–
Merchandise—Marchandises	20	208	–	–	–	–	–	–	20	208	228	228	–
Oats—Avoine	–	–	–	–	–	–	–	–	–	–	–	–	–
Other mill products—Autres produits de meunerie	–	–	–	–	–	–	–	–	–	–	–	–	–
Other packing house products—Autres produits des fabricants de conserves	–	–	–	–	–	–	–	–	–	–	–	–	–
Other woods—Autres bois	2,689	–	–	–	–	–	–	–	2,689	–	2,689	2,689	–
Ore, all other—Minerais, tous autres	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, copper—Minerais de cuivre	–	–	–	–	–	–	–	–	–	–	–	–	–
Ore, iron—Minerais de fer	–	–	–	–	–	–	–	–	–	–	–	–	–
Peas—Pois	–	–	–	–	–	–	–	–	–	–	–	–	–
Petroleum—Pétrole	–	6	–	–	–	–	–	–	–	6	6	6	–

Poultry, hame and fish—Volailles, gibier et poisson	-	-	-	-	-	-	-	-	-	-	-	-	-
Potatoes—Pommes de terre	-	-	-	-	-	-	-	-	-	-	-	-	-
Pulpwood—Bois à pulpe	500	-	-	-	-	-	-	-	500	-	500	500	-
Rye—Seigle	-	-	-	-	-	-	-	-	-	-	-	-	-
Sawed lumber—Bois de construction scié	215	-	-	-	-	-	-	-	215	-	215	215	-
Shingles—Bardeaux	-	-	-	-	-	-	-	-	-	-	-	-	-
Square timber—Bois équarri	-	-	-	-	-	-	-	-	-	-	-	-	-
Sugar—Sucre	-	-	-	-	-	-	-	-	-	-	-	-	-
Salt—Sel	-	30	-	-	-	-	-	-	-	30	30	30	-
Sand and stone—Sable et pierre	-	-	-	-	-	-	-	-	-	-	-	-	-
Wheat—Blé	-	-	-	-	-	-	-	-	-	-	-	-	-
Wines, liquors and beers—Vins, liqueurs et bière	-	-	-	-	-	-	-	-	-	-	-	-	-
Wool—Laine	-	-	-	-	-	-	-	-	-	-	-	-	-
Total freight—Total du fret	3,427	336	-	-	-	-	-	-	3,427	336	3,763	3,763	-