

approximate cost of such a railway. Reports from the officers in charge of these surveys were printed in the annual report of 1898-99. The results of the work of the season of 1900 cannot yet be given, but the reports & plans are being prepared. The Chief Engineer, however, states that he is able to say that a practicable line can be obtained upon which a road could be constructed at a reasonable cost. In the annual report for the year ending June 30, 1901 (before the preparation of which no doubt the reports of the engineers in charge of the surveys will be received, covering, it is expected, the entire route) it is proposed to give a full description of the entire line from Edmonton to the Yukon & to an ocean port, as regards alignment, grades, cost of construction, & a general description of the country through which it passes.

Subsidized Railways.—The following shows the aggregate of the payments made on subsidy account:

Fiscal year 1883-84	\$ 208,000 00
do 1884-85	403,245 00
do 1885-86	2,171,249 00
do 1886-87	1,406,533 00
do 1887-88	1,027,041 92
do 1888-89	846,721 83
do 1889-90	1,678,195 72
do 1890-91	1,265,705 87
do 1891-92	1,247,215 93
do 1892-93	811,394 07
do 1893-94	1,229,885 10
do 1894-95	1,310,049 10
do 1895-96	834,745 49
do 1896-97	416,955 30
do 1897-98	1,414,934 78
do 1898-99	3,201,220 05
do 1899-1900	725,720 35
	\$20,202,312 51

To the above there have to be added the following exceptional subsidies:

Canada Central Ry. paid between 1878-83.	1,525,250 00
C.P.R. extension from St. Martin's Jct. to Quebec, paid in 1885.	1,500,000 00
Total subsidies paid from Consolidated Fund up to June 30, 1900.	\$23,227,562 51
The main line subsidy to C.P.R. paid from Capital.	25,000,000 00

Total paid as subsidies \$48,227,562 51

The above does not include \$2,394,000, due to the province of Quebec for the railway between Ottawa & Quebec, which has been transferred to the public debt, & on which interest at 5% is paid, amounting to \$119,700 a year. The subsidy of \$186,600 a year payable to the Atlantic & Northwest Ry. Company, for 20 years from July 1, 1889, is now, for the first time, included. The \$500,000 granted in 1887 to the Western Counties Ry. Co., in settlement of matters in dispute with the Government, towards the construction of a link of railway between Annapolis & Digby, has, in previous years, been included in this statement as a subsidy; it is now omitted, as under authority of the act of 1889, the Government itself constructed the link, which was handed over to the Co. in 1891. The cost was charged against "Capital."

The following contracts were entered into after the close of the fiscal year:

Great Northern Ry.—Shawenegan Falls Branch, 6½ miles, July 4, 1900. Montcalm to St. Tite, 53½ miles, July 26, 1900.

Central Ontario Ry.—Coe Hill or Rathbun to Bancroft, 21 miles, Aug. 29, 1900.

Cape Breton Ry. Extension—Port Hawkesbury to St. Peters, 30 miles, Sept. 15, 1900.

St. Mary's River Ry.—From Alberta Railway & Coal Co.'s line to Cardston, Alberta, 30 miles, Sept. 10, 1900.

Montreal & Province Line—Farnham to Freleishsburg & Boundary, 21 miles, Oct. 31, 1900.

Ottawa & New York Ry.—Bridge over St. Lawrence at Cornwall \$90,000, Oct. 4, 1900.

Quebec Bridge Co.—Bridge over St. Lawrence at Chaudiere Basin, \$1,000,000, Nov. 12, 1900.

Pontiac Pacific Junction & Ottawa & Gatinou Rys. Bridge over River Ottawa between Ottawa & Hull, additional \$100,000, Nov. 26, 1900.

ADDITIONAL PAYMENTS.

Massawippi Valley Ry.	\$ 5,376 00
Inverness & Richmond Ry.	132,800 00
Canadian Northern Ry.	537,600 00
Great Northern Ry.	187,911 08
Grand Trunk Ry. (Victoria Bridge)	228,371 75
Canadian Pacific Ry. (Pipestone Branch)	92,800 00
Central Ontario Ry.	34,000 00
Midland Ry.	170,264 00
Ottawa & New York Ry. (Bridge)	90,000 00
Quebec Bridge Co.	26,670 00

Canals.—The total expenditure charged to capital account on the original construction & the enlargement of the several canals of the Dominion up to June 30, 1900, was \$79,043,784.09. A further sum of \$16,273,125.98 was expended on the repairs, maintenance & operation of these works, making a total of \$95,316,910.07. These figures are the aggregate expenditure on specific canals & do not comprise certain items charged to "Canals in general." The total revenue derived, including tolls & rentals of lands & water-powers, amounted to \$12,401,917.32.

The total expenditure for the fiscal year ended June 30, 1900, including canals in general, was as follows: on construction & enlargement \$2,639,564.93, & \$711,600.06 for repairs, renewals, & operation, a total for the year of \$3,351,164.99. The total net revenue collected for the fiscal year was \$322,642.86, a decrease compared with the previous year of \$46,401.52. The net canal tolls were \$272,533.82, a decrease of \$49,751.30. The total expenditure on canal staff & maintenance, repairs & renewals for the year was \$711,600.06, an increase of \$78,284.45, & the total net receipts amounting as above, to \$322,642.86, the amount of expenditure in excess of receipts was \$388,957.20, compared with an excess expenditure the previous year of \$264,271.23.

The total traffic through the several canals of the Dominion for the season of 1899 amounted to 6,225,924 tons, a decrease of 392,551 tons compared with the previous year. This includes 3,006,664 tons passing through the Sault Ste. Marie Canal, which is free of toll. On the Welland Canal 789,770 tons of freight were moved, a decrease of 350,307; of which 462,523 were agricultural products, a decrease of 269,947, & 103,589 produce of the forest; 637,268 passed eastward & 152,502 westward; 769,618 were through freight, of which 622,104 passed eastward. Of this through freight Canadian vessels carried 309,546 tons, a decrease of 740, & U.S. vessels 460,072 tons, a decrease of 350,372. The total freight passed eastward & westward through this canal from U.S. ports to U.S. ports was 360,529 tons, a decrease of 127,010 tons compared with the year 1898. The quantity of grain passed down the Welland & the St. Lawrence canals to Montreal was 332,746 tons, a decrease of 186,786 compared with the previous year: of this 48,828 were transhipped at Ogdensburg, as against 40,257 transhipped in 1898. The further quantity of 39,545 tons of grain passed down the St. Lawrence canals, only, to Montreal, making the total 372,291 tons. The rate of toll on grain for passage through the Welland (giving free passage through the St. Lawrence canals) was 10c. a ton.

On the St. Lawrence canals 1,349,093 tons of freight were moved, a decrease of 90,041; of which 609,454 were east bound through freight, & 29,810 west bound through freight; 811,616 were agricultural products, 380,127 merchandise, & 81,951 forest products. Two cargoes of grain, aggregating 558 tons, were taken down direct to Montreal through the Welland & St. Lawrence canals.

On the Ottawa river canals the total quantity of freight moved was 520,105 tons, a decrease of 29,981, of which 507,722 were produce of the forest. On the Chambly Canal 362,635 tons were moved, an increase of 91,299, of which 218,977 were produce of the forest. On the Rideau Canal 69,905 tons were carried, an increase of 15,409; 37,189

being the product of the forest. On the St. Peter's Canal 70,804 tons were carried, an increase of 6,314, of which 50,666 were merchandise. On the Murray Canal 16,788 tons passed, an increase of 1,245, & 1,651 of this were the produce of the forest. On the Trent Valley Canal 40,160 tons were moved, of which 38,135 were product of the forest.

On the Sault Ste. Marie Canal the total movement of freight was 3,006,664 tons, being a decrease of 48,623, carried in 3,769 vessels, the number of lockages being 2,610. Of wheat 12,759,318 bush., & of other grain 1,737,956 bush. were carried; 1,078,668 barrels of flour, 1,680,064 tons of iron ore & 7,927,000 ft. b.m., of lumber; all these items except lumber show a considerable decrease. The total traffic at this point, accommodated by the two canals, the Canadian & U. S., amounted to 25,258,803 tons, an increase of 4,019,365, carried in 20,249 vessels, a decrease of 2,516. The total quantity of wheat carried was 58,301,682 bush., an increase of 4,138,322, & of other grain 30,079,806, an increase of 3,940,689. Of lumber the total was 1,032,602,000 ft., b.m., an increase of 133,814,420.

As having an interesting bearing on the question of canal versus railway transport of grain from the West, it may be noted that whereas grain & peas passed down to Montreal through the Welland & St. Lawrence canals to the extent of 332,746 tons, a decrease of 186,786 over the previous year, the quantity carried to Montreal via the C.P. & G.T. railways amounted to 209,170 tons, a decrease of 84,221. In addition, during the past two seasons, a new system of grain traffic has come into operation, from Depot Harbor on Georgian Bay, over the Canada Atlantic Ry. to Coteau Landing at the head of the Soulanges Canal, thence by barge to Montreal. In the season of 1898, the total freight carried by this route to Montreal was 263,735 tons, of which 226,406 were grain. In the season of 1899 309,573 tons were carried, of which 259,531 were grain; going through the Beauharnois Canal, the Soulanges not then being opened. Of the grain so carried in 1898 59,063 tons were wheat & 149,169 corn, & in 1899 66,635 were wheat & 174,932 corn. The quantity of grain carried to tide-water on the New York State canals was 416,700 tons, a decrease of 42,704, while the quantity carried by the railways of the State to tide-water amounted to 4,642,952 tons, a decrease of 728,548. Of the total east & west bound freight carried by the canals of the State of New York (the Erie, the Champlain, the Black River, the Cayuga & Seneca & the Oswego), & the competing railways (the New York Central & the Erie) respectively (amounting in 1899 to 51,702,761 tons—greater by 2,391,731 than in 1898), the proportion carried by the canals has fallen steadily from 68.9% in 1859 & 47.0% in 1869 to 6.8% in 1898 & 7.2% in 1899. These canals carried in 1899 3,686,051 tons: 1,692,972 were through freight from Lake Erie to New York, & of this quantity 1,165,217 went eastward.

On the opening of navigation in the spring of 1900, by means of the enlarged canal systems & the intermediate water ways (though not fully completed), passage to vessels drawing 14 ft. of water from Lake Superior to the head of ocean navigation at Montreal was afforded. The extent of the improved facilities of communication so obtained, & their value to commercial interests may be understood from the fact that in place of the old limit of lock dimensions, viz., length, 200 ft.; width, 45 ft.; depth of water on the sills, 9 ft.; the enlarged locks are 270 ft. in length, 45 ft. in width, with 14 ft. of water on sills, accommodating vessels 255 ft. long & 44 ft. wide. As an index to the carrying power of the new canal works, it may be observed that a typical vessel, the propeller Aragon, whose length is 247 ft. & width 42.6 ft., has passed through