

coal and coke consumed in Canada in 1902 at 10,232,720 tons, valued at \$30,927,487.

MINERAL PRODUCTS.

The value of the production of metallic minerals in Canada in 1902 was as follows :

Copper	\$4,553,695
Gold	20,741,245
Iron ore	1,065,019
Lead	935,870
Nickel	5,025,903
Silver	957
Pig iron from native ore	11
Other metals	368
Total metallic	\$35,653,768

The value of the non-metallic minerals produced in 1902 was as follows :—

Asbestos	\$1,191,338
Coal, bituminous	15,538,611
Coke	1,538,930
Grindstones	48,400
Graphite	23,300
Gypsum	356,317
Limestone for flux	214,809
Mica	400,000
Ochre	30,495
Moulding sand	27,651
Natural gas	195,092
Petroleum	934,740
Pyrites	138,939
Cement	1,120,488
Sewer Pipe	294,465
Total non-metallic production	64,970,732

The total values of the principal articles of mineral production of Canada exported in 1902 was \$38,130,957.

THE WOOD PULP INDUSTRY.

The wood pulp industry of Canada for the calendar year 1902 was carried on by thirty-five mills which had an output of 240,989 tons of wood pulp, of which 155,210 tons were mechanical pulp, 76,735 sulphite, and 9,360 soda, having a total value of \$4,383,182.

The growth of this industry is gratifying. In the census of 1881 there were only five establishments enumerated, the value of the output of which was \$63,000. In 1891 there were 24 mills with an output of \$1,057,810.

Of the \$2,511,664 worth of wood pulp exported in 1902, Great Britain required \$976,192 and the United States \$1,518,139.

STEAM RAILWAYS.

In 1902 there were 18,714 miles of railway in operation in Canada, and 18,868 miles of track laid ; in addition to which there were 130.71 miles of railway owned by seven coal and iron companies, six of which are in Nova Scotia and one in British Columbia. The mileage is all of 4 feet 8½ inch gauge with the exception of three miles with a three feet gauge.

Canada has 165 steam railways, 25 of which form the Grand Trunk system, and 27 others the Canadian Pacific system. The remaining 113 railways have more or less consolidated. Three of these are bridge companies with 4½ miles of rails, and one is a tunnel with 2½ miles of rails.

The Dominion Government has contributed at the average rate of \$9,166 per mile of railway constructed ; the Provincial Governments at the rate of \$1,757, and the municipalities at the rate of \$873 per mile.

The 18,714 miles of steam railways in operation in 1902 effected 55,729,856 train miles, carrying 20,679,974 passengers and 42,376,527 tons of freight, and earned \$83,666,503 at a cost of \$57,343,592 working expenses.

The total weight in tons of freight carried by the steam railways in Canada in 1901 was as follows :

Flour	1,486,354
Grain	4,694,853
Live stock	838,895
Lumber	5,301,519
Firewood	1,597,159
Manufactured goods	5,642,947
All other articles	17,437,647

Total tons

36,999,374

The railways belonging to the Dominion Government are known as the Canadian Government Railway System, and include the Intercolonial and its branches, and the Prince Edward Island Railway.

The total mileage of the Intercolonial system in 1902 was 1,333 miles of operated road, including the Windsor, N. S. branch, 32 miles, and the Drummond County, Que., Railway, 170 miles.

The Intercolonial system touches at six Atlantic ports, viz : Pointe du Chene, Que., Pictou, Halifax, Sydney, North Sydney, N.S., and St. John, N.B.

ELECTRIC RAILWAYS.

Following are particulars of electric railway in Canada for the calendar year 1902 :

Total number sending returns	44
" miles of track, single	421.39
" " " double	188.09
" motor cars	1,895
" trailer "	326
" snow sweepers and plows	97
" miles run	30,711,130
" passengers carried	145,609,993
" employes	5,427
" capital paid up	\$25,961,254
" bonded debt	15,794,408
" gross earnings	6,865,907
" " expenses	4,140,490

CANADIAN CANALS.

What is known as the St. Lawrence system of Canals extends from Lachine, near Montreal, via the Great Laurentian Lakes, and their connections, to Sault Ste. Marie, Ont. These, with their feeders, have a total length of 73½ miles with 49 locks. The Welland Canal proper, connecting Lake Ontario and Lake Erie, is 26½ miles long with a rise of 326½ feet, the depth of water in the canal between locks being adapted to the passage of vessels drawing not more than fourteen feet.

The Ottawa and Rideau River Canal system includes a total length of navigation waters of 126½ miles. There are 59 locks with an aggregate length of 29½ miles. The total distance from Montreal to Kingston by this route is 245½ miles. The lockage is 446½ feet, 282½ feet being rise and 164 feet fall. In the 16½ miles of the Rideau Canal embraced in this system there are 49 locks, 35 of them ascending and 14 descending.

On the Upper Ottawa are the Culbute locks at L'Islet. These surmount the Culbute and L'Islet rapids on the Northern branch of the Ottawa river, and comprise two locks and three dams.

Prior to and since the confederation of the Dominion the amount expended on Canadian Canal works and maintenance, chargeable to capital account, including the amount expended from their income, to June 30, 1902, was \$101,535,862. Of this amount the sum of \$20,692,244 was expended before Confederation ; \$4,173,921 by the Imperial Government, and \$16,518,233 by the Provincial Governments interested. The total amount spent for construction and enlargement alone is