

nage passing the Grenville Canal be taken as a criterion, we may judge of the value of the traffic by the following table, which gives a comparison for a period of ten years.

Year.	Total Tolls collected.	Tolls on Sawn Lumber	Tolls on all other Freights.
1878	34,527	\$28,688	\$5,839
1879	35,392	29,727	5,665
1880	39,309	33,631	5,678
1881	52,245	46,496	5,749
1882	51,153	43,890	7,263
1883	55,665	48,250	7,415
1884	53,845	46,946	6,899
1885	49,337	44,036	5,301
1886	50,620	45,664	4,956
1887	49,830	45,516	4,314
Totals....	\$471,923	\$412,844	\$59,079

By these returns it is established that the gross revenue from Canal tolls in 10 years ending 31st December, 1887, was \$471,923 of which sawn lumber contributed \$412,844, and all other traffic \$59,079.

If we take by way of example the last year given in the table, viz., 1887, we have as follows:—

	Tons.	Tolls.
Total freight of all sorts.....	684,047	\$49,830 01
Sawn lumber.....	558,490	45,516 14
All other traffic.....	124,557	4,313 87

The sawn lumber above named does not include the following :

	Tons paying tolls.	Tolls amounting to.
Timber in rafts.....	2,189	\$76 60
Saw logs.....	14,074	327 80
Railway ties.....	3,625	391 22
Shingles.....	563	441 71
Floats.....	27,126	399 80
Firewood.....	43,152	1,379 32
Tons.....	90,729	Tolls.. 3,016 45

If the latter tolls be included it would appear that the lumbering interests contributed \$48,522.59 of a total canal revenue of \$49,830.11. But taking sawn lumber alone which pays close on 90 per cent. of the